

**MOTORS**

ANDERSEN MEYER & CO. LTD.

# The Hongkong Telegraph

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ANDERSEN MEYER & CO. LTD.

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## THE PACIFIC TREATY.

### U.S. Senator's Attack.

(Reuter's Service.)

Washington, March 10.  
Senator Robinson delivered his expected broadside attack against the Treaty in the Senate, criticising the inconsistency of its advocates, who declared simultaneously that it was the greatest achievement of modern times in the interests of world peace, yet it imposes no obligation on the signatories beyond conferring together. Senator Robinson interpreted Article 2 as similar to Article 10 of the League Covenant, as a clear alliance contemplating the employment of force, if necessary, to repel aggression. He said the Treaty tended to commit the United States to a passive attitude as regards Japan's dealings with Russia and China, and declared it shameful that the United States was bound to give moral if not military support to Japan in the event of Russia trying to expel the Japanese from Siberia.

Senator Robinson questioned Senators Underwood and Lodge concerning the origin of the Treaty, and Senator Underwood stated that Britain did not want to cancel the Anglo-Japanese Alliance without having something in its place.

Senator Lodge said the Treaty was drafted by many hands and was revised and amended by the American delegation.

Senator Robinson, resuming, said he was of opinion that Mr. Balfour suggested that Count Tokugawa wrote the Treaty.

## GOVERNMENT'S HOLDING IN ANGLO-PERSIAN OIL CO.

### Subscribing Uncalled Capital for Development Purposes.

London, March 10.  
In the House of Commons, Commander Hilt-n Young, moving a resolution authorising the expenditure of £350,000 to pay the balance of 19s per share on a million £1 ordinary shares in the Anglo-Persian Oil Company held by the Government, on which only a shilling per share has been paid, stated that, despite the recent successful issue of capital, the Company required substantially more in order to develop its profitable undertaking, especially by constructing oil-tankers. The existence of this uncalled liability seriously hindered the Company in obtaining money. The Government still retained full control of the Company. The resolution was agreed to by 192 yeas to 21.

## ANIMATED DEBATE OVER SUMMER-TIME.

### Accepted for the Present Year.

Paris, March 10.  
Last night's summer time discussion in the Chamber assumed the proportions of a first-class debate, in which urban and rural deputies indulged in fierce counter-attacks.  
The majority against continuance of the innovation surprised the Government, who moved an amendment continuing the arrangement for the present year, subject to the local Prefect's power to make local arrangements, because the international time-tables have been already formulated and ratified.

## PREPARING FOR GENOA CONFERENCE.

### Allied Finance Ministers Discuss International Loan.

Paris, March 10.  
The Allied Finance Ministers, who are at present conferring in Paris regarding international financial and currency questions in preparation for the Genoa conference, have begun the discussion of a vast international loan with a view to the mobilisation of the German debt, preceded by steps to stabilise the exchanges.

## P. AND O. DEBENTURES.

### Underwriting Progressing.

London, March 10.  
It is understood that underwriting is progressing of the Peninsular and Oriental Navigation Company's £3,500,000 5½ per cent. debentures, to be issued at 93½.

## INDIAN AGITATOR SENTENCED.

London, March 10.  
The notorious agitator, Lajpatrai, who was rearrested recently of his release from jail, where he was serving an eighteen months' sentence, has now been sentenced to two years' imprisonment, of which a year is rigorous imprisonment under the Seditious Meetings Act and a year simple imprisonment under the Criminal Law Amendment Act. The sentences are to be consecutive.

## BANQUE INDUSTRIELLE.

Paris, March 10.  
It is announced that the French Ambassadors at Rome and Brussels will be members of the Disciplinary Council in connection with the Berthelot proceedings.

## THE INGERSOLL FAILURE.

New York, March 10.  
Subject to the approval of the Court, the Waterbury Clock Company is purchasing Robert Ingersoll's business for \$1,750,000.

## COL. WARD AND RUSSIAN REFUGEES.

London, March 10.  
Colonel Ward has appealed to the members of Lloyd's for £20,000 to assist Russian refugees.

## BOULOGNE CASUALTIES OVER-STATE.

Boulogne, March 10.  
Only two were killed in the explosion at the British camp (see Page 3).  
(Other Telegrams on Page 3.)

## THE STRIKE HISTORY.

### Official Account of Negotiations.

### RUMOURS OF GOVERNMENT PRESSURE DENIED.

In the latest issue of the Government Gazette is published a lengthy "Notice" giving a full explanation of the part played by the Hongkong Government in the recent strike. In publishing the notice the Government says:—"In view of various rumours which have been spread in the Colony and elsewhere in connection with the settlement of the Seamen's Strike, it has been decided to publish at once the following account of the part played by the Government in the negotiations. We regret that the notice is too lengthy for full reproduction in our columns today, but in view of the very widespread belief in the Colony that the Government brought pressure to bear upon the shipowners to settle their economic dispute with the men at all costs, we have prepared the following digest of the report, together with the following extracts:—

Having stated that the strike commenced on January 13th, the report says that on the same day the Government published a proclamation offering to appoint arbitrators for the purpose of settling the dispute. On the 17th January the Government published a further proclamation in which it set forth without comment an offer made by the shipowners, and renewed its offer to appoint arbitrators if the seamen were still dissatisfied. On the 17th January Mr. A. E. Wood was sent to Canton, but owing to a misunderstanding he left for Canton before his instructions reached him. Matters were thereby put into some confusion, and on the 23rd January the Secretary for Chinese Affairs went to Canton in order to explain fully to H.M. Consul-General the exact position. On the 18th January the Government issued a further proclamation in Chinese to the effect that the shipowners had withdrawn their previous offer, and it reiterated its suggestion of arbitration.

On the 26th January, H. M. Consul-General transmitted certain proposals put forward by the seamen, which had been communicated to him by the Civil Governor, to which the Government replied as follows:—"For Civil Governor, Canton. Your despatch 26th January. Proposal that Seamen should only be employed through the Union, and agreements should have no effect unless Union has been a witness makes any discussion useless."

"Requirements of the Merchant Shipping Law would in any case make it impossible to accept these conditions to say nothing of international questions arising in cases of foreign owned ships."

"Proposal to arbitrate at Canton cannot in any case be considered."

"The ostensible grounds for strike are solely questions of wages. Owners are still prepared to refer these to arbitration by Board appointed by my Government and suggest that Union should employ delegates to confer with them here to settle preliminary."

Between the 4th and the 7th February certain Hongkong Guilds came forward with proposals that they should assist in the negotiations with the seamen in Canton, and their offers were at once accepted.

On the 7th February, telegraphic correspondence took place between the Governor and the Consul-General at Canton regarding the demands for the re-opening of the Union, to which the Government could not consent.

On the 9th February the shipowners, on the suggestion of the Government, renewed their wages offer which had been withdrawn on the 18th January; and the Government thereupon issued a notice in Chinese, emphasising the point that the offer was not finally binding on either side, but was subject to revision by the arbitrators.

The report then goes on to refer to the part played by the

Hospital, referring to the fact that on February 13th, the seamen's delegates declared that they could not carry the matter further until the question of the re-opening of the Union had been settled. In a subsequent proclamation the Government stated:—"If all come back to work first on the conditions offered by the shipowners and await the award of the arbitrators, the Governor will cancel the proclamation closing the Union."

The delegates returned to Canton on February 15th, later intimating that the Government's proposals regarding the Union could not be accepted.

On the 22nd February a telegram had been received from H. M. Consul-General at Canton, suggesting that there were good grounds for believing that an all-round increase of some 2 per cent. on the owners' original offer would be accepted. The Government informed the shipowners of these proposals, and suggested that, as it seemed likely that the offer of such an increase would bring the men back immediately to work and would prevent a general strike, it would be wise to add some 2 per cent. to the figures shown in the notice of the 9th February. That notice still stood. It pointed out clearly that the shipowners' offer covered only the immediate present, and that the scale would be increased or lowered in the sole discretion of the arbitrators. The shipowners added 2½ per cent. to their previous figures, and on the 24th February this information was telegraphed to Canton and was communicated to the Engineers' Guild. The seamen refused the new terms.

On the 28th February, H.M. Consul-General telegraphed that he had information to the effect that, if a meeting between the shipowners and the seamen's delegates could be arranged, there was every prospect of a settlement. On the 1st March a reply was sent by the Hongkong Government that the shipowners were willing to meet the seamen's delegates. It was added that, in order to avoid further abortive proceedings, the Government considered it to be highly desirable that the delegates should be fully empowered to make a settlement.

A further telegram was sent on the 1st March asking Dr. Jamieson to come to Hongkong to discuss the situation, and he arrived on the 2nd March. On the 2nd March telegrams were received from the Consulate at Canton that delegates with full powers were coming on the 4th March, and they arrived accordingly.

On the 3rd March it was arranged that the Hongkong Government should not be represented at the conference, but the Government accepted a suggestion from Dr. Jamieson that he should be present in an unofficial capacity. It was further arranged that, in the event of a settlement being arrived at between the shipowners and the seamen, the representatives of the Hongkong Government should subsequently meet the seamen in order to consider any proposals affecting the Government that they might wish to put forward for discussion. The Secretary for Chinese Affairs, Attorney-General, and Clerk of Councils were appointed to represent the Government.

The conference between the shipowners and the seamen took place on the 4th March, and it was announced late in the afternoon that a settlement had been reached. It was then arranged that the seamen's delegates would meet the Government's representatives at 7 p.m. The meeting took place accordingly, but as the proceedings were about to commence, Mr. R. Sutherland, Chairman of the Shipowners' Committee, brought in for signature the agreement between the shipowners and the seamen which had been concluded verbally and had since been set out in writing by the shipowners. The Government's representatives thereupon withdrew, as the Government was in no way responsible for the agreement. It was reported later in the evening that the delegates were unable to sign

## STRIKE DENIALS.

### Government Reply Regarding "Pressure".

To-day's Gazette contains the following:—

The Honourable Mr. H. E. Pollock, K.C., has given notice of the following:—

1. Is it the fact that the Hongkong Government received any, and if so, what instructions from His Majesty's Government that the seamen's strike must be settled?

2. Is it the fact that the terms of the settlement of the dispute between the shipowners and the seamen were due to pressure brought to bear upon the shipowners by the Hongkong Government?

To which the following are the replies:—

1. No instructions of any kind were received from His Majesty's Government.  
2. The Government has throughout remained entirely neutral so far as the commercial aspects of the strike were concerned, merely tendering its good offices with a view to settlement. Its efforts were confined to taking steps for the preservation of peace and order and for securing the maintenance of food supplies and essential services.

### Ship-Owners' Statement.

Following the publication this morning of the Government's statement on the strike negotiations, a representative of the Hongkong Telegraph called on Mr. R. Sutherland, the Chairman of the Ship-owners' Committee, when he was informed that the owners had requested chartered accountants to prepare a tabulated statement showing the effect of the increase in wages. This report has been prepared and a digest of it will be included in the shipowners' report now being drawn up. In effect, the result of the final scale is that both the owners and the seamen made half-way concessions.

It is expected that the shipowners' statement, together with a copy of the agreement and explanations thereon, will be ready for publication some time next week.

Mr. Sutherland had no authority to alter the wording in any material particular, and so a further meeting between the shipowners and the seamen was arranged for the following morning.

On the 5th March, prior to the meeting, Sir R. Ho Tung approached the Government with an offer which he was prepared to make in order to facilitate a settlement; and he was informed that he was at liberty to convey this offer to such parties as he might think fit. The Government was unable itself to make use of the offer, as it did not wish to intervene in the economic side of the dispute.

The further conference took place on the 5th March, and an agreement was concluded and signed in the afternoon.

The Government's representatives thereupon met the seamen's delegates when the questions of re-opening the Union, the releasing of persons in custody, the banishment of members of the Union, a claim that a Union man should be present at the signing of seamen's articles, and that a full inquiry be made into the Shatin Road shootings, were discussed and settled. The delegates thereupon agreed that a settlement satisfactory in every detail had been come to, and they issued a notice to that effect on the same evening.

On the morning of the 6th March the Governor in Council rescinded the Order-in-Council declaring the Seamen's Union to be an unlawful society, and on the same evening the necessary steps were taken to release persons held in custody on the ground of membership of the Seamen's Union, and also a number of other persons who had been detained for further enquiry in connection with the same.

## VACCINATION.

### New Hongkong Provisions.

The Government has issued an Ordinance to amend the Vaccination Ordinance of 1890 is repealed, and it also provides for the compulsory vaccination of all children born in or brought with in the Colony. Machinery is, however, provided for temporary or permanent exemptions from vaccination, whilst children are exempted from vaccination between May 1st and September 30th in any year.

One of the clauses makes vaccination compulsory for all pupils attending schools in the Colony. It is believed that this is a highly desirable and at the same time a practicable reform.

## THE TENNIS CHAMPIONSHIPS.

### Yesterday's Matches.

The first and second rounds of the tennis tournaments at the H. K. C. C. must be completed by the 13th inst., so that to make up for the delay already occasioned the coming week should be full of tennis.

Playing yesterday in the Open Singles Championship, M. W. Lo, expected to be the challenger again this year, beat a promising young player in E. C. Fincher. The scores were 6-1, 7-5, 9-0. Fincher making a good stand at the end. His advances to the net previously had cost him a lot of points. Lo beating him well, and with a change of tactics he did better.

In the same event W. Omar beat V. Trambitzky 6-1, 6-3, 6-2. O. Rumjahn beat E. E. Brown 6-1, 6-3, 6-0 and Wong Pot Keung beat K. W. Lane 6-1, 6-3, 8-0.

In the Handicap Singles "A," G. M. Dodwell (scr.) beat Maj. P. S. Tomlinson (1/0), 8-0, 6-2.

Monday's Matches.  
There will be no matches to-day. The following have been fixed for Monday:

Open Singles.—H. C. Hunt v. F. A. Redmond.  
Open Doubles.—Lt. A. S. Lindell and R. E. Lindell v. S. A. Rumjahn and O. Rumjahn.  
Club Championship.—L. Nelson v. G. W. Sewall.  
Handicap Singles "A."—D. J. Valentine v. J. B. Penman.  
Handicap Doubles.—L. Nelson and Capt. Tammy v. H. A. Nott and H. S. Bennett; J. Boyd and W. M. Cox v. Major J. R. Lloyd and A. B. Raworth.

## FUGILIST RECEIVES MORE THAN PRESIDENT.

From a financial standpoint boxing championship is to be much preferred to President Harding's post, for £150,000 a year is what Uncle Sam pays, while Pete Herman, the 118-pound Italian, who has won and twice lost the bantam-weight championship within 11 months, has drawn more than £400,000 from the coffers of boxing clubs in the States and in England. He is the best money "getter" in the prize ring, with the exception of Benny Leonard and Jack Dempsey, and he is only 25 years old, states a sports writer.

Pete had 30 fights in 1921 and five of them netted him £256,000. When he lost his title to Joe Lynch, Herman received £70,000. Three weeks later in London he got the equivalent of £50,000 for knocking out Jimmy Wilde. When he kayoed Jimmy Higgins, the British bantam champ, in London, the purse was £30,000 and his return match with Joe Lynch in New York, when Herman regained the title, brought the Italian £74,000. His match with Johnny Buff in Madison Square Garden gave Pete £38,000. The other 24 fights would only have to average £6,000 each to bring the total above £400,000, but the average was greater, for in some of the fights he got £25,000. The Armoury club paid him £10,000 for his first fight with Young Montezuma, and the Fenwick club gave him £15,500 for the contest in Bremen.

## CANTON AFFAIRS.

### Some Interesting Items.

Our Canton correspondent telegraphed to Mr. The Yung-pai, M. P., and others have jointly telegraphed to President Sun Yat-sen requesting that the authorities in Canton should release Chan Ping-sang, the ex-President of the Seamen's Union, who is now held on a charge of murder. They point out that Chan was the promoter of the movement which secured such favourable terms for the seamen in the recent strike. There are still large numbers of seamen in Canton who have intimated their intention to remain there pending a reply from the President. The Maritime has greatly increased the strength of the guards at the gaol where Chan is confined, as they fear another attempt at rescue.

Our correspondent also learns that the scheme to socialise the government of Kwangtung now being made jointly by the students and labour leaders is said to be making good progress. Negotiations are taking place between the Yung-pai and Wong Ching-wai, whilst Chan Tuk-sun, who some little while ago was forced to leave Canton because he advocated Communistic doctrines, has been requested to return from Shanghai.

There is trouble with the rice carrying coolies of Canton. Recently they demanded an increase of wages, which was refused, and a couple of days ago a number of them attacked the occupants of one of the rice shops. In consequence, all the rice shops have now closed their doors. Yesterday hundreds of coolies assembled in Sha Kee Street and threatened that if the firms did not open their doors they would set fire to the property. A large force of police arrived and dispersed the disturbers.

## News in To-day's New Advertisements.

"Hitchin Posts" with Frank Mayo in the leading role is the week-end film feature at the Hongkong Theatre.—Page 12.  
Volunteer Orders and a list of short term service men appear on page 12.  
Dorothy Gish in "Battling Jans" is to be screened at tomorrow's matinee at the World Theatre.—Page 12.

Anderson's advertise a list of the latest dance records.—Page 4.  
The N. Y. K. advise consignees of cargo of the arrival in port of the Kasubara Maru.—Page 5.  
Mustard & Co. have something interesting to say about the Prince's visit.—Page 7.

The Sun Life Assurance Co. of Canada insert an instance of a wise investment.—Page 4.  
The Hongkong Hotel Co. advertise its Motor Coach timetable.—Page 2.

Messrs Butterfield & Swire publish on page 4 a detailed list of vessels which will bring to Hongkong cargo discharged at Singapore or Shanghai.

Consignees of cargo by the Glen Line of steamers will find information regarding overcarried cargo and its shipment here on page 4.

Mr. Harry Ore's Recital advertised for March 13 will take place on March 20.—Page 4.

Lammert's will sell a large quantity of tobacco leaves on March 13.—Page 4.

A gold wristlet watch has been lost at Happy Valley.—Page 4.

The Dairy Farm intimates that customers must use their pass-books in future.—Page 4.

Mr. Nemazee is remaining one of his boats the "Arabestan."—Page 4.  
The Robert Dollar Co. advise consignees of cargo of the arrival in port of the s.s. Westfield.—Page 7.

## To-day's Exchange.

The closing rate of the dollar against the Hong Kong dollar is 1/10 1/2. (Other Telegrams on Page 3.)



## NOTICE.

**W. S. BAILEY & CO., LTD.**

ENGINEERS &amp; SHIP-BUILDERS, HOK UN, KOWLOON.

HARBOUR REPAIRS  
Cable Flag "L".Sole Agents for  
"KELVIN MOTORS."Motors from 12 B.H.P. to  
50 B.H.P. now in stock  
also spare parts.Works ..... Tel. K.21.  
Manager ..... K.333.  
Secretary ..... K.359.  
Harbour Engineers ..... K.604.  
K.622.

Telegrams "SEYBOURNE"

**THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3**No. 1 for Bladder, No. 2 for Blood &  
Skin Diseases, No. 3 for Chronic Weakness.  
Sold by Leading Chemists, Pharmacies, &  
Dr. Le Cheung, 10, Waterloo Road,  
N.W. 5, London. The Trade Mark word  
"Therapion" is on the box, and is also  
on the wrapper.**METALS**of all kinds, especially for ship-  
building and engineering works.  
Complete stock. Best terms.  
Immediate delivery.**SINCON & CO.,**  
(Established A. D. 1880.)  
**HING LUNG T.** Phone 515.**WONDERFUL  
SPRING DAYS**are almost here.  
When the Outdoors call take a  
Kodak with you! Pictures of  
days of fun, of days of sunshine,  
will cheer you up when the days  
are once more cold and dreary.  
Come in to-day.**A. TACK & CO.**  
25, Des Voeux Road,  
Central.**MEE CHEUNG.**

HIGH CLASS PHOTOGRAPH.

OTHERS take your photos, but  
by our 30 years' experience we  
take yours in EXCELLENT  
CONDITION and NATURAL  
COMPLEXION instead of mere-  
ly clear and sharp.

Studio:—Lee House Street.

**MASSAGE HALL.**

23, WYNDHAM STREET.

MRS. H. MORITA.

**JAPANESE PRIVATE  
MASSAGE.**Mrs. USUNOYA c/o MATOUBARA  
Telephone No. 405.  
Apply 2nd Floor.**GREEN ISLAND CEMENT  
COMPANY, LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong.**MARTIN'S****APOL & STEEL  
PILLS**A French Remedy for all irregularities.  
Thousands of Ladies always keep a box  
of Martin's Pills in the house, so that  
on the first sign of any irregularity of  
the System a timely dose may be ad-  
ministered. Those who have their re-  
spected names on the list of recom-  
mended names. Some of the names are:  
All Chemists and Store sell them  
throughout the World, or post free 2/-,  
MARTIN'S, Chemists, Birmingham, Eng.**MARTIN'S****APOL & STEEL  
PILLS****RAILWAY INCIDENT.****Chinese Doctor Fined.**At the Magistracy yesterday  
charges of alleged herding of  
Chinese passengers on the Kowloon-  
Canton train was made in the  
course of the further hearing of two  
summonses for obstructing Mr. G.  
A. Walker, Traffic Superintendent of  
the Kowloon-Canton Railway, and  
for using abusive language. The  
defendant was Dr. Wong Sik-to, a  
western educated doctor chiefly  
practising in Canton.Mr. G. H. Wakeman, Crown  
Solicitor, prosecuted and Mr.  
M. K. Lo defended.Mr. Lo said that before he began  
his defence he would like to have a  
point cleared up and that was  
whether it was more or less  
generally conceded that the  
composite coach was meant  
exclusively for Chinese.The Magistrate (Mr. J. R. Wood)  
said that on this occasion (the date  
of the alleged offences) Mr. Walker  
assigned the accommodation.Mr. Lo: We say it is the general  
practice.Mr. Lo said he would address  
his Worship on that point.The Magistrate to Mr. Walker:  
Is it a fact that on this occasion  
you were reserving more accom-  
modation for non-Chinese than for  
Chinese?Mr. Walker: No. We didn't  
know how many were coming.**Fifteen Years in England.**Dr. Wong then went into the  
witness box. Replying to Mr. Lo  
he said that he lived 15 years in  
England and returned only about  
eight months ago. For the last  
four months he had been practising  
in Canton, and only came down to  
Hongkong for the week-ends.Magistrate to Mr. Lo: Before  
we proceed, you admit the use of  
abusive words?Mr. Lo: Yes, but only those  
mentioned in Mr. Walker's evi-  
dence, not the particular phrase  
mentioned by Mr. Spracher.Continuing his evidence, Dr.  
Wong said that he had travelled  
regularly on the train to and from  
Canton during the past four months.Mr. Lo: And do you find it com-  
fortable travelling in the composite  
coaches?—No.Asked why it was not comfortable,  
Dr. Wong said that it was too  
crowded, and the fans were not  
started until the train began to  
move. Consequently, in summer,  
the coaches were like furnaces."When a European arrives," he  
continued, "an empty compart-  
ment is opened for him and  
promptly closed again. When  
another European comes along, yet  
another empty compartment will  
be opened."Mr. Lo: And so on, I suppose.  
—Yes, I had tried to get into one  
of the other carriages before this  
occasion, but was always referred  
back to the composite coach.**The Doctor Furious.**Proceeding, Dr. Wong said that  
on the day in question he walked  
down the platform to the composite  
coach which he found full. He  
asked the Chinese attendant to  
open one of the "whole" coaches,  
which was empty excepting for two  
people. The attendant referred  
him to a group of Europeans some  
distance away. He spoke to one  
of them who happened to be the  
man in charge of the carriage.  
The witness said "Can you open  
this coach?" and was told roughly  
"No." The witness then asked  
why should a first class passenger  
be treated in that way, and was  
told "You will go where you are  
told." The witness then said that  
he would complain to the manager  
and asked "What is your name?"Magistrate: Did you not say  
damn?—No, not at first, but when  
he did not answer my question, I  
said "What is your damned name?"He replied, "I have no damned  
name."Of course, he was furious at the  
time, the witness explained, owing  
to the attitude of the complainant.Mr. Lo: What did the other  
Europeans do?—They were all  
laughing at my expense.Then the Chinese attendant came  
up, and the complainant said to  
witness, "This man will show you  
to seats in the composite coach. I  
will not open this one for you."The witness thereupon told his  
brother who was with him to wait  
until the carriage was opened, and  
then see if they could be prevented  
from entering.By Mr. Lo: When the witness  
asked complainant what right he  
had to treat first class passengers  
like that, the latter asked for his  
ticket. The witness produced it,  
and complainant made a vicious  
grab, injuring the witness' finger  
and causing it to bleed.**Complaints.**Two Japanese gentlemen then  
arrived and the complainant went  
to open the carriage. The witness  
followed the complainant, who thenshut the door in his face. The com-  
plainant then brushed past him  
roughly along the narrow platform,  
pushing him as he went. The wit-  
ness pushed him also and there was  
a sort of a scuffle there. Then the  
witness said "For two pints I would  
knock you down on the rails, only the  
law prevents me." The complainant  
said "I will knock you down first,"  
and clenched his fist, but presently  
he laughed and said "The law also  
prevents me. But you will not  
travel on this train at all.""I lost my temper at his sneer-  
ing way," said Dr. Wong, "and  
said 'you coward, you contempti-  
ble piece of—'"The complainant said "Damn.  
You will not travel by this train."  
He sent for the Inspector and when  
he came said "Take him away, and  
take his ticket from him."Magistrate: Did you give your  
name?—I said that I was a doctor,  
but the complainant said that he  
did not want to know my name.I went to the office with the In-  
spector, but they could not find  
any regulation under which to  
charge me.By Mr. Lo: The witness did  
not obstruct the complainant dur-  
ing the scuffle.By Mr. Wakeman: He had  
travelled much in England and  
other countries—France, Belgium,  
Italy and Germany. He had  
travelled to Canton many times but  
had not seen Mr. Walker before.  
It was untrue when Mr. Walker  
said that there were two empty  
compartments in the composite  
coach."Pernicious System" Explained.  
You prefer to have a compart-  
ment all to yourself?—No, but I  
certainly don't want to be crowded  
and prefer one with two or three  
people in it. The composite coach  
was always crowded, and besides the  
second class compartment was next  
to it and the smoke floated in.  
Sometimes second class passengers  
come into the first class corridors.When asked by the Crown  
Solicitor if he could describe the  
"pernicious system of herding  
Chinese together," referred to by  
Mr. Lo at the last hearing, Dr.  
Wong said: "The system is this:  
The Chinese attendant refuses to  
open another compartment until  
the next one is absolutely crowded.  
But when a European comes up he  
quickly opens a compartment and  
lets him in, and when another  
European comes he opens another  
compartment and so forth."The Magistrate, to defendant:  
When you board a train what do  
you think you are entitled to?

Just reasonable comfort.

Do you think you are entitled to  
choose your seat?—Yes."I don't think you are," said  
the Magistrate. "You pay for your  
ticket and that entitles you to a  
first class seat. It doesn't entitle  
you to choose your own seat. Does  
it?" "Do you agree, Mr. Lo?"

Mr. Lo: Yes. The law forbids it.

The Magistrate: Did Mr. Walker  
assign you a seat?—He offered to  
but I didn't go.Why didn't you go?—Because it  
was uncomfortable.Annoyed Every Time.  
You were annoyed when you  
were not allowed to get into the  
coach?—Yes, I was annoyed every  
time.Mr. Walker said that you went  
up to him and asked "Are you in  
charge of this carriage?" He said  
"Yes." You then said "Open it?"  
Don't you think it is possible?No, I asked "Can you open it?"  
The Magistrate: Is it not possible  
that you were already annoyed  
when you said it?—No.I think you put yourself in the  
wrong by not taking the seats that  
were assigned to you. You  
could complain afterwards if you  
liked, but the Railway authorities  
are under no obligation to you of  
finding you accommodation in the  
first class.Mr. Lo interposed that he did  
not think his client wanted to select  
his seat. He simply did not want  
to travel in a crowded train. He  
was entitled to do this.The Magistrate disagreed.  
His Worship, to defendant: Are  
you prepared to express regret to  
Mr. Walker for having done this?

To the Railway Company?

No, to Mr. Walker?—No, because  
Mr. Walker was rude to me.

The Doctor's Brother.

Dr. Wong Man, brother of the  
defendant, said that he was going  
to Canton with his brother, but  
subsequently went alone. He  
counted the number of passengers  
on the train. There were 63 in all  
the first class compartments.There were 16 in the composite  
coach in the three compartments.  
In the next carriage there were  
20, distributed among six compart-  
ments. "In the next there were 27.  
Both these carriages had accom-  
modation for 60 people each, while  
the composite carriage could only  
accommodate 24, if all the avail-  
able accommodation was taken  
up—eight passengers in each  
compartment."**HONGKONG HOTEL COMPANY LTD.****MOTOR COACH SERVICE**A REGULAR SERVICE WILL BE INAUGURATED AS FROM 13TH. MARCH,  
1922, AND THE FOLLOWING SCHEDULES OBSERVED:—**REPULSE BAY ROUTE**

DAILY

(SATURDAYS AND SUNDAYS EXCEPTED)

**LEAVING HONGKONG HOTEL**11.00 a.m.  
3.00 p.m.  
5.45 p.m.  
6.30 p.m.**LEAVING REPULSE BAY HOTEL**8.30 a.m.  
9.00 a.m.  
5.30 p.m.  
6.00 p.m.**SATURDAYS**11.00 a.m.  
12.00 Noon8.30 a.m.  
9.00 a.m.

1.30 p.m.

12.30 p.m.

to

Half

hourly

1.30 p.m.

to

Hourly

6.00 p.m.

**SUNDAYS**11.00 a.m.  
12.00 Noon  
12.30 p.m.

12.00 Noon

2.00 p.m.

to

Hourly

6.00 p.m.

SINGLE FARE \$1.

**MAGAZINE GAP ROUTE**

DAILY

(SATURDAYS AND SUNDAYS EXCEPTED)

**LEAVING HONGKONG HOTEL**5.30 p.m.  
6.00 p.m.  
6.30 p.m.  
7.00 p.m.**LEAVING MAGAZINE GAP**8.15 a.m.  
8.30 a.m.  
8.45 a.m.**SATURDAYS**12.45 p.m.  
1.00 p.m.  
1.30 p.m.  
2.00 p.m.8.15 a.m.  
8.30 a.m.  
8.45 a.m.

SINGLE FARE 50 CENTS

(SUNDAYS NO SERVICE)

Mr. Wakeman said that alto-  
gether there were 83 first class  
passengers on the afternoon in  
question, and produced the record.Sweet Persuasion.  
Addressing the Court, Mr. Lo  
said that in reply to his Worship's  
observation that the defendant  
might have been annoyed at the  
very commencement and said to  
Mr. Walker "Open the coach," he  
would like to say that it was unlike  
that defendant would have  
spoken to the complainant in thatstrain in view of his previous  
failures to get good first class ac-  
commodation. He would natural-  
ly use some sweet persuasion if he  
thought he would not get other-  
wise. Mr. Lo said that upset as  
both parties must have been they  
perhaps did not clearly recollect  
what happened, but there was  
no reason why defendant's version  
of the incident must necessarily be  
wrong and the complainant's right.The defendant, continued Mr. Lo,  
had now authorised him to tender  
his regret to the complainant for  
having used the uncivil language.The Magistrate then called Dr.  
Wong to the witness-box and asked  
him: "Are you prepared now to ex-  
press regret to Mr. Walker?"Dr. Wong: Can I express it to  
the Railway Company?The Magistrate repeated his  
question.Defendant hesitated and then  
said: Yes, if—

The Magistrate: Unconditional.

You used bad language, you know?

Dr. Wong hesitated again,  
whereupon the Magistrate per-  
emptorily ordered him to stand  
down and said, "I don't think Mr.  
Walker will accept regret like this."Continuing his address, Mr. Lo  
said: "As regards Mr. Spracher's  
evidence, I submit that it would  
have struck anyone that Mr.  
Spracher seemed to have a con-  
venient habit of not remembering  
any incident."

(Continued on Page 6)



NOTICE

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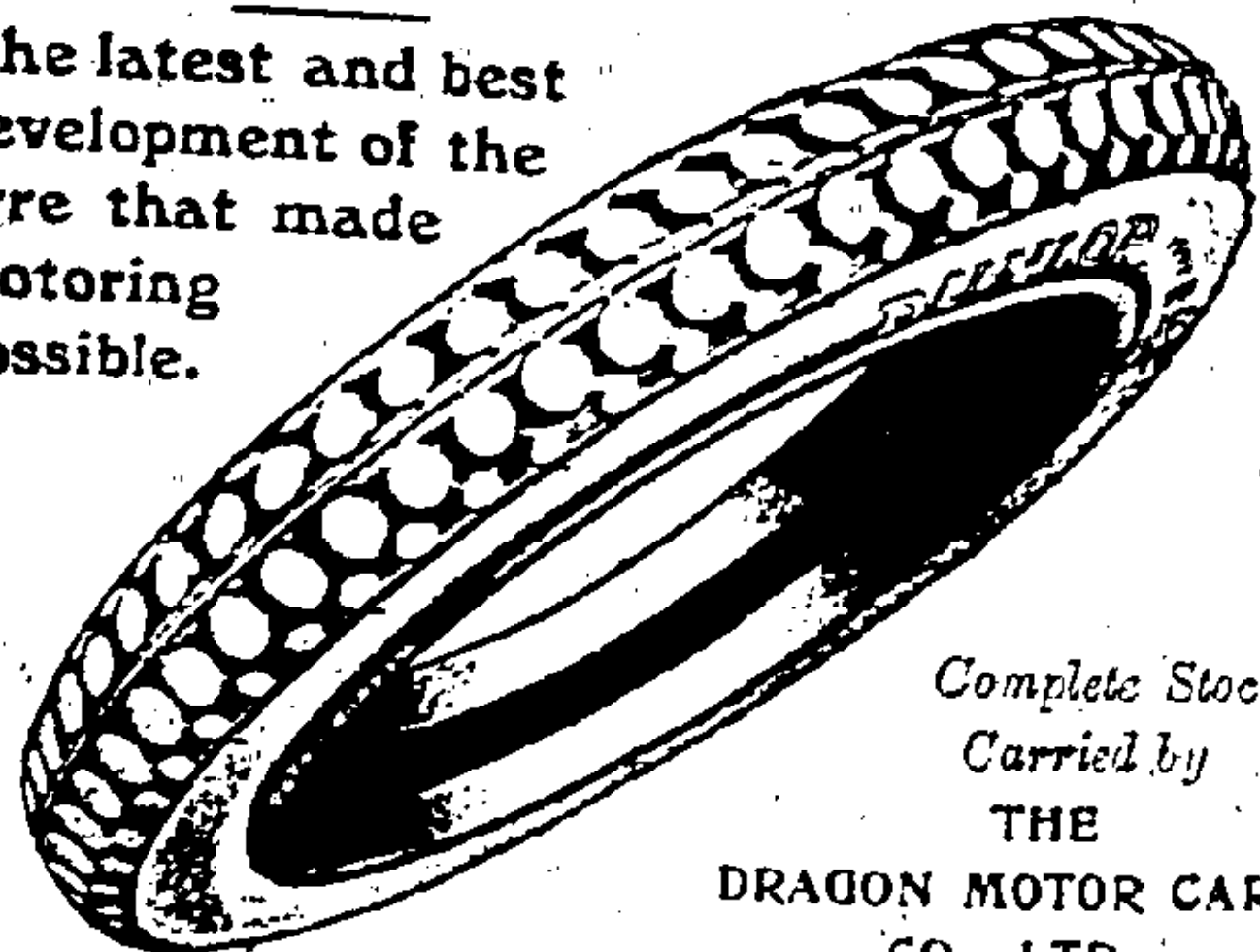
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EARLIER SPECIAL  
TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI SHIPBUILDING.

Shanghai, March 10.  
At the New Engineering and Shipbuilding Works annual meeting, Mr. C. H. Arnold presiding, it was decided to recommend a dividend of twenty per cent. on ordinary shares, totalling Tael 210,000. The Profit and Loss Account showed a total of Tael 321,463. The Chairman pointed out that there had been a heavy drop in the price of steel and shipbuilding materials and it was decided to write down stocks appropriate to Tael 250,000 off the Materials Equalization Fund. Reorganization voted last March was now complete. An additional sixty thousand shares, offered at a premium of Tael 5, had all been subscribed. The total issued capital of the Company was now Tael 2,550,000. The Reserves and Dividend Equalization Fund and Depreciation Fund total fifteen and a half lakhs, sixty per cent. of the capitalization. "The year had seen a decrease in the volume of repair work compared with the year 1919 and 1920, which, perhaps in view of the general trade depression was to be expected," the Chairman said. "Otherwise the works were kept busy in construction work. During the year there have been completed and delivered two ocean going cargo steamers, three lighters, three pontoons, one tender, two steam launches and four motor launches. The net results, although falling short of the years 1919 and 1920 are, in the opinion of the Directors, highly satisfactory in view of the general trade depression throughout the whole world."

THE MARNE HERO.

Shanghai, March 10.  
Thousands cheered Marshal Joffre, the Marne hero, at a series of public functions arranged in his honour. The programme to-day was started with a reception in the French Club at 11 a.m., then a visit to the Chinese Bureau of Foreign Affairs, afterwards the planting of a Liberty tree in the French Park, the laying of the cornerstone of the French Municipal School, and a Chinese dinner as the guest of French and British war veterans. A lantern festival last night was the most gorgeous ever held in the Far East. Marshal Joffre sails on Sunday to Vancouver on the Silver State.

HOCKEY.

The final match for the Mentem Tarn Cup was played at Happy Valley last evening between A and B teams, resulting in a win for B, by 4 goals to 2. Both teams were one player short.

This afternoon at 3 p.m. A and B will meet in the final for the Pollock Cup. Both teams have one game to their credit. At the close of the match Mrs. Pollock will present the cup.

EARLIER TELEGRAMS.

MR. MONTAGU'S RESIGNATION.

London, March 10.  
Mr. Montagu's resignation is the topic of the moment. Photographs and details of his career are given prominence in the papers, which feature yesterday's Parliamentary debates. Correspondence under large headings in the morning papers, practically without exception, agree that Mr. Montagu's resignation was the inevitable outcome of his action concerning the publication of the Government of India's minute, which is generally regarded as a cardinal blunder by the Conservative papers which frankly express relief and do not hesitate to couple the name of the Viceroy with that of the Indian Secretary. They suggest that the whole affair constituted an audacious attempt to jockey the British Government into a new policy without its knowledge and consent. Liberal organs on the other hand regret the loss of an excellent Secretary of State, though they freely admit that the resignation was the natural corollary to mistaken tactics. General anxiety is expressed by papers of all shades lest the incident be misunderstood in India and serve to increase the difficulties which are already most serious. The Duke of Devonshire is mentioned as Mr. Montagu's successor.

GENOA CONFERENCE.

Paris, March 10.  
The newspapers anticipate the failure of the Genoa Conference in consequence of America's refusal to participate. *Le Temps* declares that the Genoa enterprise is bankrupt and should be replaced immediately by another better conceived plan. *Gaudeis* opines that without America the Conference will simply be a meeting of insolvent debtors. *Information* says it will be long before Europe can settle its debts with America. If, instead of hoarding her gold, America brought a realisable plan to Genoa she might be paid sooner.

New York March 10.  
Some of the papers are disappointed. *The World* says the Genoa Conference is the broadest possible evidence of Europe's sincere effort to pull itself together but when it turns to America for advice it gets kicks in response.

ENGINEERING TRADE DISPUTE.

London, March 10.  
Mr. Lloyd George has thought better and intervened in the engineering dispute. He is participating in a conference with Dr. Macnamara, Minister of Labour, and representatives of the employers and men at Downing Street.

The Federation of Engineering and Shipbuilding Unions has decided to join issue with the Amalgamated Engineering Union. Representatives of all the unions concerned will meet the employers to-day.

THE PRINCE'S TOUR.

Rawalpindi, March, 10.  
The Prince of Wales, who is staying two days as the guest of the Commander in Chief, is spending the last few days in India in a series of brief visits, mainly to important military centres, reviewing troops and presenting colours and decorations. He arrived at Karachi on Friday, after a four days railway journey from Dehra Dun, embarking for Colombo where he will spend four days, including a visit to Kandhi.

CHILDS-JOSEPH SMASH.

New York, March 10.  
In the course of the official enquiry into the Childs-Joseph failure mentioned yesterday counsel for the Receiver declared that the two principals, Childs and Joseph, had each withdrawn \$650,000 during the eighteen months preceding the failure although the firm's books showed that it was insolvent when the withdrawals were made.

PROBLEM OF FIUME.

Rome, March 10.  
The Cabinet lengthily discussed the Fiume problem. It is unanimously opined that the question must be settled in conformity with international engagements and respect for signed treaties.

BRITISH SHELL EXPLOSION.

Boulogne, March 10.  
Eight were killed and many injured as the result of a violent explosion in an English Camp during the unloading of heavy shells left in France by the British Army. Fire destroyed the camp buildings.

THE NON-CO-OPERATION MOVEMENT.

Delhi, March 10.  
It is understood that Gandhi's arrest is imminent. Later. The Government has decided to arrest Gandhi to-day.

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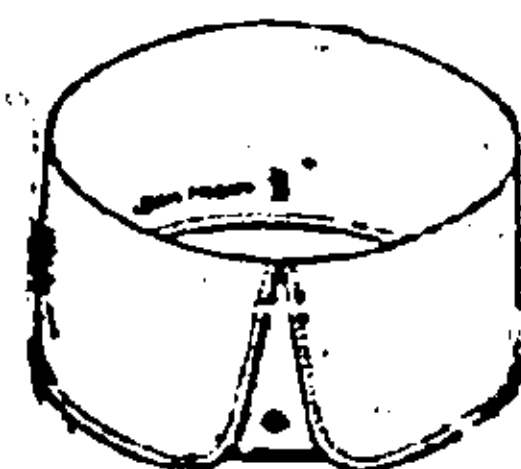
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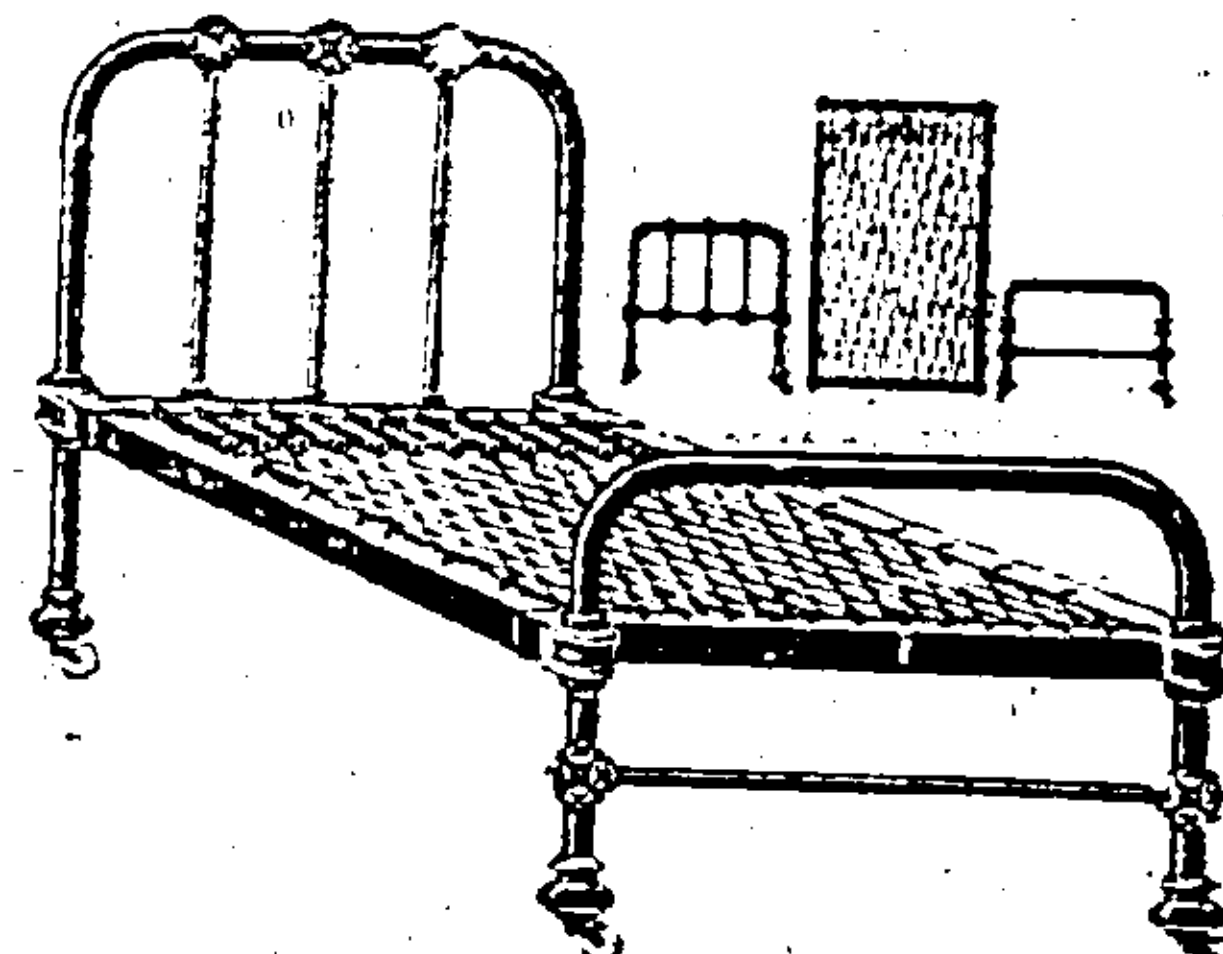
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NIPPON YUSEN KAISHA.

Agents.

Hongkong, 10th March, 1922.

#### RAILWAY INCIDENT.

(Continued From Page 2)

The Magistrate said he considered Mr. Spracher to be a most unsatisfactory witness.

Mr. L. said he would go further than that. He would like to add that a man who had been in England for fifteen years like the defendant would not have used such an expression as "You damned Englishman," as Mr. Spracher alleged. He submitted that it was deliberate perjury against the defendant. Mr. Spracher's object being to increase the acerbity of feeling. It was regrettable that such a thing had happened, especially in a case in which feelings could easily be aroused.

#### Race Distinction.

Continuing, Mr. L. submitted that the evidence established that the Railway, through its official, who was Mr. Walker in this case, was systematically segregating persons of different nationalities in that although the Chinese passengers were usually the more numerous they were always made to get into the composite coach with three compartments only. During the strike one more first-class coach was added, but still Chinese had to go to the combined carriage. How far the Railway was entitled to do this was the point upon which he (Mr. L.) wanted to speak. Since the last hearing he had studied the Railway Ordinance very fully in the hope of finding authority for the Railway Company to do such a thing. But he failed. The Ordinance did not allow the Railway to segregate passengers and make distinction of races.

The Magistrate said he was prepared to find that on the day in question the accommodation for the Chinese was smaller than that for the non-Chinese passengers and asked Mr. L. if he was prepared to rest at that.

Mr. L. said that the essence of his complaint was the segregation of persons of different nationalities which the Railway Company had no right to do. Mr. L. then contended that Mr. Spracher had no greater right than Dr. Wong to travel as a first class passenger and he could only account for the refusal of admitting Dr. Wong into the coach by the fact that he was of a different nationality.

The Magistrate agreed that there was nothing in the Ordinance for

the segregation of people of different races.

With regard to the grudging manner in which his client wanted to tender an apology, Mr. L. said defendant was still smarting under what he considered to be an indignity received from Mr. Walker.

Mr. Wakeman said that it was exceedingly regrettable that Mr. L. should have made criticisms against the Railway Company. The accommodation arrangements were made for the benefit of the Chinese and others travelling, and excepting this occasion, the arrangements had been appreciated by the Chinese and others.

#### Defendant Fined.

Dr. Wong, having been asked to stand in front of the dock, the Magistrate spoke to him *inter alia*, as follows: "I do find that on this occasion you had reasonable cause to be irritated by the way in which the accommodation was being assigned by the Railway Company. I expect that you were annoyed on the other occasions and that you went there in an irritated mood. I accept substantially Mr. Walker's evidence as to what happened. I think he is right when he says that at the time you met him there was ample accommodation for you in the composite coach and that you refused the accommodation and insisted on being accommodated in the coach which had not been assigned to Chinese passengers. In insisting I think you were wrong, quite wrong. What you should have done was to accept the accommodation and lodge a formal complaint afterwards. Instead, I find that you demanded that the coach of which Mr. Walker was in charge, should be opened to you. In the subsequent events between yourself and Mr. Walker and as to the versions of what happened Mr. Walker's is more reliable than yours. I think that the presence of these other passengers, Mr. Spracher and another, probably irritated you. I find that you did

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obstruct Mr. Walker in his duty of admitting a Japanese passenger and for that I fine you \$10. I find also that you used the language which you had admitted using, and there is nothing to justify it. You should apologise and I regret that you didn't. I fine you \$25."

Mr. L. said that it was important for a man like Dr. Wong for his Worship to express an opinion that defendant did not use the expression alleged by Mr. Spracher.

His Worship said that he had already intimated that he did not regard Mr. Spracher's evidence as against the defendant.

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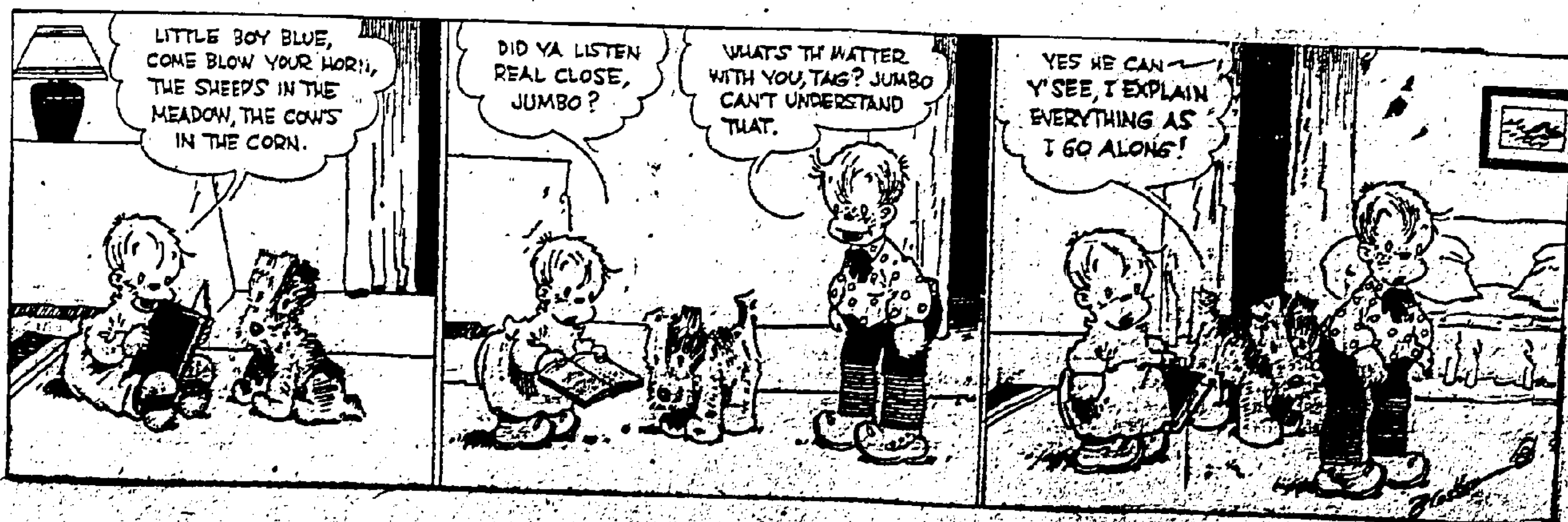
It is reported that the Japanese Navy will, in accordance with the naval limitation agreement, scrap 11 battleships and cruisers.

the battleships Shikishima, Asahi, Mikasa, Hizen, Katori, Kashima, Satsuma, Aki, and the cruisers Ikoma, Ibuki, and Katsuragi. The authorities have decided to moor at Yokosuka the historic battleship Mikasa.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 11, 1922.

## THE INDIAN SENSATION.

One cannot have read Reuter's very full telegrams regarding the sensation which has been caused at Home because of the publication of a dispatch from the Indian Government to the Imperial Government on the question of the Sevres Treaty and the need for its revision without realising that the treatment hitherto meted out to the Moslems of the Near East is calculated to cause grave unrest at no very distant date. However unconstitutional it might be considered for a Colonial Government to attempt to dictate to the Imperial Government on matters of international policy, and however much Mr. Montagu might have erred in publishing the dispatch without first obtaining the consent of other members of the Cabinet, there can be no question, we think, that those responsible for the maintenance of peace and good order in India view the Sevres Treaty as a dangerous error and serious injustice. That main fact should not be overlooked by those who are inclined to think too seriously of the alleged breaches of constitutional procedure. The Indian Government has a right to advise the Imperial Government and any intention to dictate was possibly never present.

Ever since Lord Reading has been Viceroy, India has been a scene of much discontent, the main inspiration to which has been the keen sense of injustice held by the Moslem section. In Asia Minor the Turks and Greeks have been fighting for months by reason of the fact that the former consider the Sevres Treaty not only a harsh humiliation to themselves but a direct blow to the Moslem cause. There was very severe criticism meted out by leading British statesmen when France first went to the assistance of the Greek forces and a strong Note of protest was addressed by Britain to Greece at the action she was taking in launching an assault against the forces of the Ottoman Empire. Only the other day one of the leading military generals of India opposed any reduction in the military vote, stating quite frankly that he foresaw grave trouble in the near future. All these signs go to prove that when the Allies draw up the Sevres Treaty they made a blunder, and, as many of the Home papers are now asserting, that blunder should be corrected as soon as possible although it may be too late to avert what is threatened on almost every hand. When the Indian Government drew up the dispatch which has now found the light of day we can well imagine that Lord Reading was looking forward to some stroke of liberal policy which would pacify the discordant element he is concerned with. Lord Reading's past career and the ample proof the Empire has had of his sound statesmanship should inspire confidence in his recommendations. His advice would be sound enough to justify serious consideration.

And it is for this reason that we cannot find cause to be sorry that the dispatch was published. It may just be that through an unintended breach of Imperial procedure the public at Home and throughout the Empire will be brought to the realisation that the Sevres Treaty is bad in principle and policy. Even Mr. Chamberlain, who so soundly criticised Mr. Montagu for his action in permitting publicity, plainly indicated that the Treaty needed revision when he said:—"It would be his (the Foreign Secretary's) object to arrive at a solution equitable to all parties. We would give due weight to the opinion of Indian Mohammedans, as expressed by the Government of India." It is to be hoped that all the members of the forthcoming Conference will go to it with a similar intention.

## NOTES &amp; COMMENTS.

## The Pacific Treaty.

In the course of the discussion in the United States Senate regarding the Pacific Treaty, Senator Lodge stated that the Treaty did not bind the United States to take action beyond engaging in consultation in the event of a controversy. To this Senator Reed rejoined that under such circumstances "the Treaty was a farce, accomplishing nothing more than the agreements now in force." Such a protest comes strangely from a member of the group which has been opposing the Treaty on the old objection of "entangling alliances." It must be plain to any reader of the Treaty—a very brief and simple document—that it does not commit the parties to armed action; and, as a matter of fact, the American Secretary of State, Mr. Hughes, made an express declaration to this effect. As to the general import of Senator Reed's assertion that in the absence of provision for armed intervention the pact is merely a farce, there is here an element of unintended support for those critics who contend that the Treaty is an empty instrument. At the same time we cannot agree that the Four-Power pact is necessarily a negligible factor in the preservation of peace because it has not the character of a specific alliance. It has both a moral and a practical value. While it is true, as Senator Reed said or implied, that it would have been open to the parties to consult without any Pacific Treaty, the fact of the Powers thereby pledging themselves to do so is no small gain. The potential deterrent effect may be very considerable. It is a feasible hypothesis that not one but several conflicts—possibly even the Great War—would have been averted had there been a pact providing for all-round discussion. Often has the eye of war found the disputants involved in misunderstanding or standing aloof through disinclination to approach the other party. The Pacific Treaty furnishes the machinery, or at least a medium, for discussion.

## Education in China.

The Chinese Ministry of Education has been gathering statistics concerning the number of schools and pupils in the republic. According to the figures published, there are some 39,870 schools, inclusive of middle schools, private schools, colleges, and universities. This sounds a pretty substantial number, but obviously it is altogether inadequate to the country's needs, especially as we read that the pupils total little more than 900,000. There is some difficulty in reconciling the two sets of figures, seeing that they signify an average of only about a score of pupils per school. The point that stands out is that less than 1% of China's 430 millions are receiving education. Deduct the substantial number of institutions founded or inspired by Westerners, the proportion of the population that is being tutored on the initiative of the authorities is seen to be small indeed. We cannot, in fact, quite credit that the total given for the pupils represents the whole of scholastic effort in China, lamentably backward though the country is from the standpoint of general education. On the statistics quoted, the ratio of scholars to population works out at only a fraction of 1 per cent. Assuming this to be an under-estimate, the percentage remains very slight. The teachers have been making a pretty hard fight, and it has been reported that a certain branch of revenue is to be definitely earmarked for education; the new Customs Tariff has been mentioned in this connection. So often have these promises been broken that until the alleged scheme has been firmly established it is impossible to feel much confidence in the arrangements.

## Peking Finance.

Among the Chinese associations that have lately sprung up at Peking, Tientsin, Shanghai, and other places is one calling itself the People's Financial Society. This body announces that it has been founded to "supervise the financial operations of the Government." Nobody with an elementary knowledge of official China's finance will question the need of such a society, and it is a hopeful sign to see the Pekingese taking an interest in public affairs. At the same time it does not appear altogether logical that the society should begin by protesting against the \$95,000,000 consolidation loan, which is designed to help straighten out the national finances. Perhaps the society has detected some

## DAY BY DAY.

EVERY HAPPY MOMENT THAT COMETH IN OUR WAY, TREASURE AS A PRIZE. LET NO ONE DELAY, FOR WHO KNOWETH WHAT THE END WILL BE?—Hops.

We regret that owing to the strike, we are unable to publish our usual weekly page of local pictures to-day.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th, at 10 o'clock in the forenoon.

One hundred fathoms of Manila rope, valued at \$1,000, were stolen from the steamer Willesden on Wednesday, according to a report made by the Chief Officer to the police yesterday.

A married Chinese woman was yesterday injured whilst attempting to alight from one of the Kowloon motor buses whilst it was in motion. She was taken to the Kwong Wah Hospital.

His Excellency the Governor has appointed Mr. John Brandon Thomson, to act as Assistant Government Marine Surveyor during the absence on leave of Mr. William Osborne Lambert.

We are officially informed that the Peak Tramway was handed back by the Government to the Peak Tramways Co., Ltd., to operate after the last car was run on the evening of the 8th instant.

Prof. Danenberg's Pupils' 8th Annual Piano Recital, which was postponed, will be held on Tuesday, 21st inst., at 5.30 p.m. Those invited are cordially welcomed. The Recital will be repeated on Thursday, the 23rd, when a small charge will be made.—Advt.

A building contractor was this morning fined \$15 on charges of carrying out blasting operations outside of the regulations hours, of not sounding the gong and displaying the red flag five minutes before the commencement, and of not taking proper precautions.

Inspector T. Pitt, in Mr. R. E. Lindall's Court this morning, charged a Chinese with stealing a boat at Taikokisui. Evidence was given to the effect that, by means of a duplicate key, the defendant, unfetters the boat from the iron painter to which it was secured and was rowing away when he was "spotted" by the complainant and given chase. A police launch intercepted the defendant and he was arrested. The defendant gave the excuse that he was making use of the boat to return to Mongkok, but a conviction was registered and sentence of six weeks' hard labour passed.

A despatch from the Secretary of State notifies that it is provided by the Trade Facilities Act, 1921, which was recently passed, that if the Treasury are satisfied that the proceeds of any loan proposed to be raised, whether within or without the United Kingdom, by any government, any public authority, or any corporation or other body of persons, are to be applied in the purchase of articles manufactured or produced in the United Kingdom and that the application of the loan in the manner proposed is calculated to promote employment in the United Kingdom, the payment of interest or principal or both may be guaranteed by the Treasury.

## SHIPPING MORE ACTIVE.

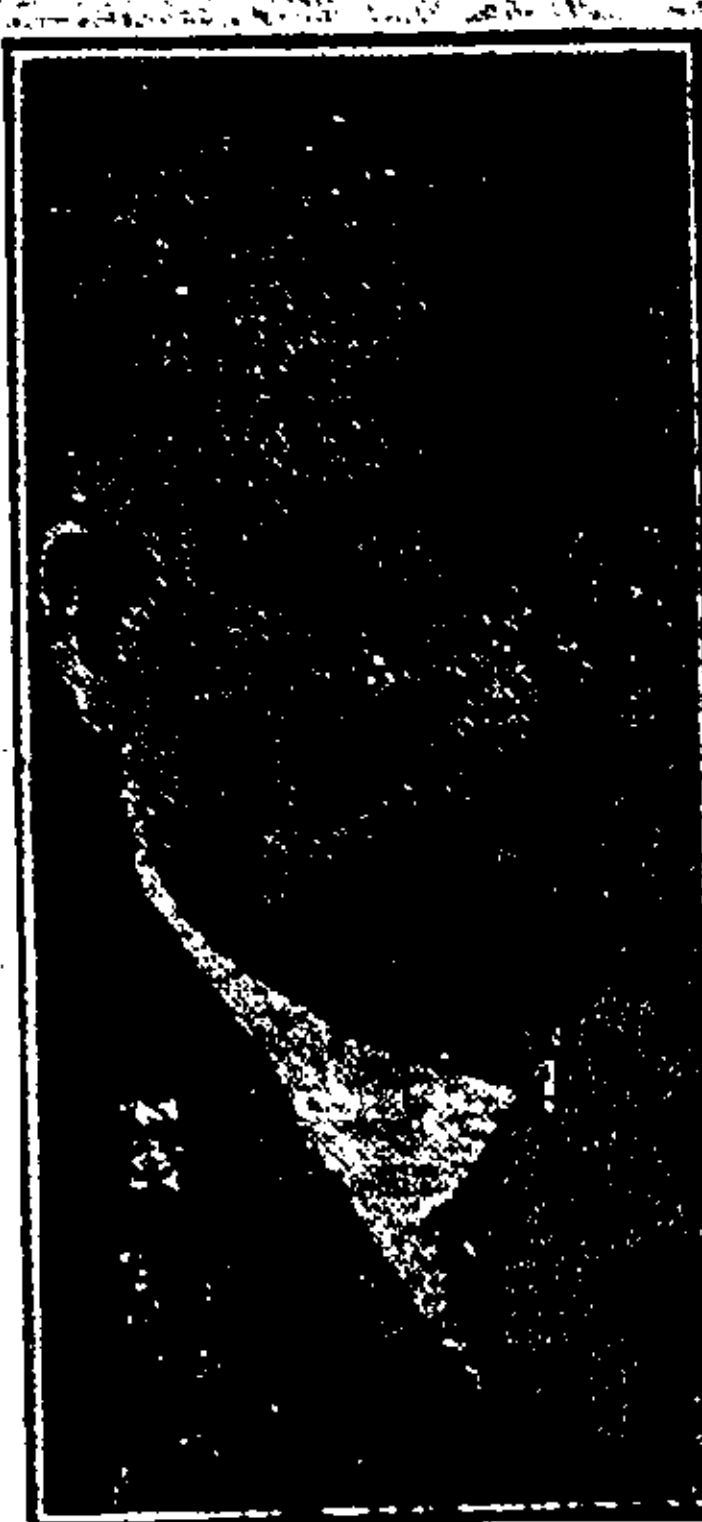
## Thirty Departures.

Shipping is getting more active every day. During the past twenty-four hours there have been thirty departures and eighteen arrivals.

The Jardine steamer Yuen Sang sailed for Manila yesterday, 2 B. & S. vessels, the Keng-yuan and the Su-yang, have got away (the former for Swatow and the latter for Shanghai), the Hal-phong and Drolar have sailed for Swatow and the Haiman has left for Hothow.

Amongst the arrivals are five Jardine vessels, the Fooching, Kwong-kang, Ming Sang, Yat Shing and Lee Sang.

bluff; but in that case why not expose it? Reflection, indeed, prompts the inference that the society may be right. The proposition looks fair enough on the surface, but sundry names call for elucidation!



M. J. G. SCHURMAN,  
the U.S. Minister to China,  
who is due here to-day by the  
U.S. cruiser Albany.

## CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

## The Seamen's Strike.

Sir,—I think the universal feeling here is one of shame and indignation at the conduct of the Seamen's and allied strikes and of the situation resulting therefrom, and I think a meeting should be called to record public feeling on the matter for transmission to the Secretary of State for the Colonies. I shall be glad to hear from anyone on the subject and to support any movement to deal with the situation. Practically all the Chinese workers of the Colony, including the seamen, mostly non-members of any Union, have been compelled to summarily cease work by threats of death. Europeans are openly insulted and after what has occurred, with the complete hold-up of the Colony's trade and the weakness shown in the handling of these matters, there is nothing surer than further strikes crippling the trade of the Colony and thereby impoverishing the Colony and everyone in it.

The Seamen's strike and walk out of the Dock workers, house

servants and others, have not

been due to organization but to

intimidation and unless a better

grasp than hitherto be taken of

matters our present troubles are

only the prelude of worse to come.

In other countries most workers

read and write and think

for themselves and are not easily

frightened by childish threats of

violence, etc., but here in China

the workers are led or rather

driven like a flock of sheep, thou-

sands of men, as I myself saw on

Tuesday morning, downing tools

and leaving their work without

knowing why.

I love Hongkong and think

highly of Chinese with whom

I have worked and found

faithful, industrious and de-

voted for more than

30 years; our Government has in

the past been second to none in

purity, capacity, dignity and firm-

ness but I think the prominence

of this Colony in trade and

manufactures and the prestige

of its Government have now

received a severe blow. Are we

taxpayers who support the

Government to stand calmly by

in these circumstances and to see

our trade ruined, our servants

driven away by a few intimidators

in some cases masked and armed

at our doors? Are a few such

men to again frighten out every

worker and practically hold up

the Colony? I was in the crowd

which applauded the return of

the signboard to the Seamen's

club, I saw a procession of house-

boys, poor and unfortunate

amahs and other workers with

flags, banners and music, a pro-

cession of about half a mile long

in Kowloon and I saw, as I say,

some five thousand men down

tools and leave their work with-

out notice and without knowing

why or wherefore. The question

as to how the money for their

wages can be made never occurs

to these poor people. The whole

is a pitiable spectacle, and I say

it is our duty and the duty of our

Government to take such

measures as will protect these

people in their work and enable

the Colony to hold its own in

competition with other ports for

shipping, shipbuilding and gen-

eral trade.—Yours etc.

W. S. BAILEY.

Hongkong, 9th March, 1922.

## Between Ourselves

By Robt. MacWhirter.

Ay, I must say I'm a bit dis-  
appointed for I was hopeful that  
you 'last scored o' mine would  
have brought out something more  
in the way of blistering criticism.  
David said in his haste that all  
men were liars. It would have  
sounded better had he taken time  
to say that they were mostly  
diplomats. Still, I've no altergo-  
ther given up hope, for we're just  
starting a week-end and it's no  
difficult to form a fairly good  
idea of what folk think of you by  
what they say of others.

Janet, she wasn't over pleased  
herself. She came in last night,  
laden as usual from the Dairy  
Farm, and said that somebody  
had told her the *Daily Press* had  
been in receipt of over a hundred  
congratulatory letters over the  
head of one of its leaders  
the other day. Man, this rumour-  
ing has got to be a habit right  
enough. But I've no sympathy  
wi' the *Daily Press* for if it will  
make a noise like a small nation,  
it's just got to take what's coming  
to it. I've got enough troubles o'  
my own onyway.

Force majeure.  
But you few strike thoughts  
o' mine must have caught their  
eye, for I noticed a couple o'  
mornings ago that they dragged  
the subject in by the scruff o' the  
neck at the tail-end o' something  
else they were trying to foist on  
to their letter-writing clientele.  
I was in hopes that they would.  
That was why I wrote what I  
had to say in plain English.  
They'd have been better advised  
to have left it alone though if  
you was all the answer they could  
make. I pass over the old trick  
of taking a sentence and separ-  
ating it from its context. By  
such means anybody can be  
made to look anything from anti-  
Christ to Bolshevik. Maskee.

But I got my eyes opened pro-  
perly when I read that "having  
regard to Chinese economic  
standards the general impression  
is that Chinese seamen are well  
paid." If I hadn't seen that in  
print I wouldn't have believed it.  
The devils! Our striking sea-  
men must have been fooling us  
all along. Maybe they just  
wanted a holiday in Canton? I  
aye thought it was the other  
way about. But as the  
*Daily Press* says, "any dis-  
pute on that point is left  
totally undecided by a settlement  
extorted by force majeure." My  
friend is apparently convinced  
that the Chinese seamen extorted  
what they did from the  
shipowners, but I would like to  
point out that in the early stages  
of the strike, when there was no  
force majeure and when matters  
were confined solely between the  
owners and the men, the owners  
offered very substantial increases.  
If it was the general impression  
that Chinese seamen as a whole  
were well paid why in the name of  
fortune didn't the owners tell the  
public so, put their cards on the  
table and ask us to back them up  
in resisting a ridiculous demand?  
The fact that the owners  
made a substantial offer is  
presumptive evidence that the  
men were underpaid. The  
very first offer the owners made  
was an increase of 25 per cent. to  
some seamen and amounts down  
to 7½ per cent. to others. It is  
not customary for employers to  
offer a man a rise of a quarter of  
his wage if the employer thinks  
the man is getting enough  
already. Even on the seamen's  
demand of a 40 per cent. increase  
the owners offered an advance  
amounting to 62.25 per cent. of  
the demand. Force majeure has  
yet to be proved, and the sug-  
gestion that the general body of  
seamen were well paid before  
the strike is given the lie not  
only by the actual rates of pay  
received by them but by the  
various offers of the owners.

## A Close Race.

The AFTERMATH Stakes—  
Value Nil. Presented by the Mem-  
bers of the Hongkong Know-All  
Association. For Talkers and  
Listeners. No Handicaps. From  
the Post Office Corner Once Round  
and In.

## A KOBÉ MYSTERY.

Foreigner "Disappears."  
Chief Engineer Taylor, of the  
Struthers and Barry vessel *Apus*,  
has "disappeared." What has  
actually occurred is not exactly  
known. Hopes are, however, held  
out that Mr. Taylor is yet living.  
Mr. Taylor is a young Ameri-  
can, only 31 years of age, and of  
very prepossessing appearance.  
At first, fears were entertained  
that he fell overboard and prob-  
ably found a watery grave; but  
the fact that the *Archer* vessel  
was alongside the *Apus* has

Sanity King (Mr. Common-  
sense) 1

Rational Bird (Capt. Thinker) 2

Spotted Reputation (Mr. Prestige) 3

Also ran—Hysteria Dahlia

(Mr. Threawell); Force majeure

(Mr. Assumption); Stuff and Non-

sense (Mr. Windy); Prattling

Chief (Mr. Tommy Rot); Scar-

ingus Doleful (Mr. Fear); Shiver-

ing Mouse (Mr. Scaredstiff);

Fallen Pride (Mr. Humiliation);

Gabbling Junks (Mr. Loosetop).

From a bad start, Hysteria

Dahlia, Force majeure, Stuff and

Nonsense and Prattling Chief

made the running, followed close-

ly by Shivering Mouse, Fallen

Pride and Scaringus Doleful, with

Gabbling Junks and Spotted Re-

putation next, Rational Bird and

Sanity King bringing up the rear.

Passing the Star Ferry, Hysteria

Dahlia still led, with Prattling

Chief in close attendance, Sanity

King being out of the picture.

Approaching the Hongkong Club,

the first four bunched, but Hys-

teria Dahlia maintained premier

position, followed by Stuff and

Nonsense who had in the meantime

crept up to the kerbstone. Round-

ing the bend into Status Square,

Spotted Reputation and Fallen

Pride drew level with Hysteria

Dahlia but a moment later Mr.

Commonsense let his mount out

and put a length between himself

and the Dahlia, with Rational Bird

following hard on. Entering the

straight, Sanity King and Rational

Bird came with a rattle and passed

Force majeure and Hysteria

Dahlia, Scaringus Doleful now

lying behind on the railings.

Prattling Chief made a desperate

effort to come to the fore, but the

King and the Bird were too good

to be beaten. A hard race

resulted in Sanity King eventual-

ly winning by a short head from

Rational Bird, with Spotted Re-

putation several lengths behind

in third place. Hysteria Dahlia

and Force majeure fought it out

neck and neck for last place.

Kowloon Mince.

Janet, she says I'm all wrong

about you near-Scott playing the

bagpipes all over the peninsula of

a night. She has it that it's some

officer's mess that's the cause of

the trouble. Well, if it is, all

I've got to say is that some folks

are no particular—of other folks'

feelings. What'll be like when

the warm weather comes in, what

wi' mosquitoes, gramophones,

hired pianos and yon vilification

I'll leave you to guess. I sup-

pose it'll be you new Grenadier

Guards that's supplying the

harmony. Now, I'm no wanting

to give an impression that I'm

aye finding fault for we've got

the Residents' Association



## TWENTY-FIVE YEARS AGO.

### A Glance At Our Files.

(Feb. 27—March 12, 1897.)

#### SOME QUERIES.

We are very glad that the Crown has succeeded in obtaining a conviction against the Chinese constable Tam Hau for "squeezing." That is not, we are aware, the correct technical description of his offence, but it is far and away the most expressive, and we all know, precisely, what it means. He has been taking advantage of his official position to get money out of poor Chinese shop and stall-keepers, for permitting them to do what in point of law and common sense they had a right to do without his permission, and he has been winking at their doing things which was his duty to prevent. We are afraid that there are many others of his kind to be found in the Colony in the lower branches of all our Government departments, and the main reason is the absence of active intelligent supervision by the well paid European heads of the different offices. What does an Inspector of Police in his district know of what is going on in the streets and lanes by day and by night? Nothing. He is seated at his desk in his Charge room almost all day. He should be out and about at all hours to see that his sergeants are doing their duties and that his patrol men are active and vigilant. What does the Superintendent of the Sanitary Board know of the labours of his outdoor staff except from their own reports? He has more office work than he can get through in any reasonable number of working hours. Instead of supervising the work he simply receives reports. Who looks after the underlings of the P.W.D.? Whose business is it to see with his own eyes that their work is done regularly, steadily and honestly? Are their measurements ever checked, their report verified, their conduct watched? No. Hence constant complaints from the poorer Chinese of all grades and classes that they are harried and squeezed and made to pay illegal tolls and charges that do not go into the Treasury.

#### BALLOON ASCENT.

Prof. J. W. Price made a successful balloon ascent and parachute descent at Happy Valley this afternoon in the presence of a large crowd of spectators. The aeronaut went up about 1,000 feet and came down on the golf ground about 400 yards from where he started, the balloon landing on one of the hills behind the racecourse.

#### THEN AS NOW.

Hongkong certainly possesses as pretty and as convenient a little theatre as one could wish or expect to have at such a distance from the centres of civilization, but, strange to say, that very necessary convenience, a cloak room, to be found in small theatres in third-rate houses at home, appears to have been entirely forgotten. It is not easy to stow away an overcoat or a lady's cloak under a seat, and if put there they usually get covered with dust and trodden upon by the person immediately behind. Hats, too, cannot be sat upon with any degree of comfort and if put under the seat will be subject to the same treatment as overcoats. A cloak-room would not be an expensive addition to the theatre, and, should it be necessary, no one would object to a small charge, say ten cents, being made for the use of it in order that thereby the cost of an attendant may be defrayed.

#### VACCINATION.

Our Canton correspondent writing on the 2nd, says:—"There has been something of a small-pox scare since two of our community have been attacked by it, and everybody has been getting vaccinated. Even our worthy medico, I hear, has undergone the operation, so I suppose we cannot but submit with due solemnity to the infliction. But if serum is going to cure all diseases under the sun what will become of our poor doctors?"

#### MONEY!

At the City Hall this afternoon Mr. Granville Sharp, under the auspices of the Odd Volumes Society, delivered an interesting lecture entitled "Money: How to Get and How to Keep it." The chair was taken by Mr. Thomas Jackson and there was a good attendance of ladies and gentlemen. In graphic lan-

guage Mr. Sharp illustrated the "barter" period of history and the growth of coinage to its present state, and next he touched upon the question of bimetallicism and composite currencies. The dishonest treatment of coinage in the Far East received attention from Mr. Sharp and so too did the subject of counterfeiting. Several instances in the Lecturer's experience were given regarding "chopping." Our banking institutions also came under review, the Hongkong and Shanghai Bank being warmly complimented on the manner in which it has discouraged the displacement of our currency. Mr. Sharp then proceeded with the getting and keeping of money, and he bore full testimony to the extravagance of life in the Far East in bygone days. He dwelt largely upon the matter of thrift, speculation and prudence, quoting the elder Rothschild, Carnegie and others, and his remonstrant notes added considerably to the interest of a very entertaining address. The usual votes of thanks closed the proceedings.

#### WU TING-FANG.

The idea of giving a grand farewell banquet in the City Hall in honour of His Excellency Wu Ting-fang, Chinese Minister Plenipotentiary and Envoy Extraordinary to the United States of America, Spain and Peru, was indeed a happy thought, for it not only afforded Chinese and Europeans opportunity to take part in a very pleasant and memorable reunion, but it also enabled the many admirers, of all nationalities, of His Excellency Wu Ting-fang, otherwise the Hon. Ng Choy, to do honour to one to whom honour is due—one who has received a special mark of the esteem of the Emperor of China as the reward of meritorious services rendered to China in the hour of need as well as in times of peace and general prosperity. Who is to be credited with taking the initiative in the matter we are not certain, but it may be assumed that to Mr. Wong Sing, Mr. Fung Wa Chan, and Mr. Ho Tung, the Chairman, Hon. Secretary and Hon. Treasurer respectively, of the Entertainment Committee, is due a large share of praise and to their untiring efforts and influence is doubtless largely due the unqualified success attained last night.

#### SUN YAT-SEN ON GOVERNMENT.

Dr. Sun Yat-sen in the interesting brochure, "Kidnapped in London," severely condemns the whole system of government, or rather misgovernment, in the Celestial Empire. Respecting the Viceroyalty of the Liang Kwang, he says, "English readers will scarcely credit that the Viceroy of, say Kwangtung, ruling over a population larger than that of Great Britain, is in receipt of a salary of £60 a year, so that in order to live and maintain himself in office he resorts, and, of course, has to resort, to extortion and the selling of justice."

#### POLICE OFFICERS.

By the P. and O. liner Rohilla which leaves to-morrow for England, eight members of the Hongkong Police will be passengers. They are Messrs. McHardy, Clark, Ritchie, Fenton, Hood, Gourlay, Dixon and McKenzie. With the exception of Messrs. Hood (West Point) and Dixon (Wanchai) all belong to the Central division. These officers form portion of a draft of 20 which arrived here five years ago. Of the 20, two have died and the remaining 18 have gone into other departments or have left the force.

#### YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent. of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians, located in 53, Queen's Road Central, have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.

#### COURSE IN FINGER PRINT SYSTEM.

Plymouth Watch Committee has decided that a detective shall attend Scotland Yard for a complete course of instruction in the finger print system for the detection of criminals.

## THE ROYAL VISIT.

### The Dangers of Fire.

In view of the illuminations and fireworks display to take place in connection with the forthcoming visit of H.R.H. the Prince of Wales, we, as sole distributors of the famous "PYRENE" and "PARAGON" Fire Extinguishers, beg to draw the attention of the Hongkong public to the vital necessity of safeguarding their lives and property against fire. We would point out the absolute necessity of Householders, Storekeepers, Hospitals, Schools, etc., providing themselves with fire fighting devices.

All homes should have a Fire Extinguisher handy in case of any accident which might happen when the illuminations are on. This is of the utmost importance and all Householders should be prepared.

MUSTARD & COMPANY.

#### NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

#### The Steamship

"WESTFALEN" having arrived from Bremen via ports, on March 8th, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, March 13th, at 9 a.m. when they will be examined by Messrs. Carmichael & Clarke.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All goods remaining after Tuesday, March 14th, will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

NORDDEUTSCHER LLOYD THE ROBERT DOLLAR CO., Agents.

Hongkong, March 11th, 1922.

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#### BRITISH CONCESSION AT HANKOW.

The annual meeting of ratepayers of the British Concession, Hankow, is to consider among other matters that of Chinese occupation of the Concession. Originally, says the *Central China Post*, it was intended that the whole of the Concession area should be strictly reserved for the use of foreigners, but the Chinese have come in, and under camouflage become the possessors of a considerable amount of property. Several years ago it was decided that by 1925 the whole of the area should again be made available for foreign residents, but in the meantime a committee has been deliberating on the subject and has come to the conclusion that Chinese occupation should be conceded, but strictly confined to one section.

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IS A PERMANENT  
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Chance's  
CROOKES  
Glass.

Practically indistinguishable from ordinary white glass, it will not alter the colour values, yet, whether used in spectacles or goggles, the rest it will afford to your eyes under all conditions, will be almost inconceivable. Can be supplied in any light, however complicated.

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## WORLD THEATRE

Commencing FRIDAY till MONDAY

### NORMAN-DAWN'S

Thundering Drama of The Andes and a 'Little Wild Flower' who felt the kiss of Passion and the Flame of Hate.

With the Beauty of her body, she sought to lure him to the Death. A Fate intervened. The Earth..... shuddered..... tore apart.....The Volcano swept forth its Scalding wrath..... and he was swallowed in the burning Sea.

### CARL LAEMMLE

presents

### EDITH

### ROBERTS

IN

## THE FIRE CAT

SUPPORTING CAST

Wallace MacDonald  
Arthur Jasmine  
Walter Long  
Beatrice Dominguez

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## J. T. SHAW.

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CALDBECK'S ROYAL TAWNY

4% per case duty paid

GUIMARAENS CROWN VINTAGE

\$48 per case duty paid

GUIMARAENS DRY WHITE PORT

\$40 per case duty paid

CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 78).

## FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

## TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF

BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO. LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP 2230.

## JAMES STEER.

9, 10E HOUSE STREET.

WATCHMAKER AND JEWELLER.

TEL 2877

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL 2877

TEL 2877



# CAMERA NEWS



Crown Prince Hirohito, now regent of Japan, inspects the army for the first time as commander-in-chief of the army and navy.



Scenes from biblical films depicting Adam and Eve after being cast out of Eden, and Noah with his family performing sacrificial rites before entering the ark.



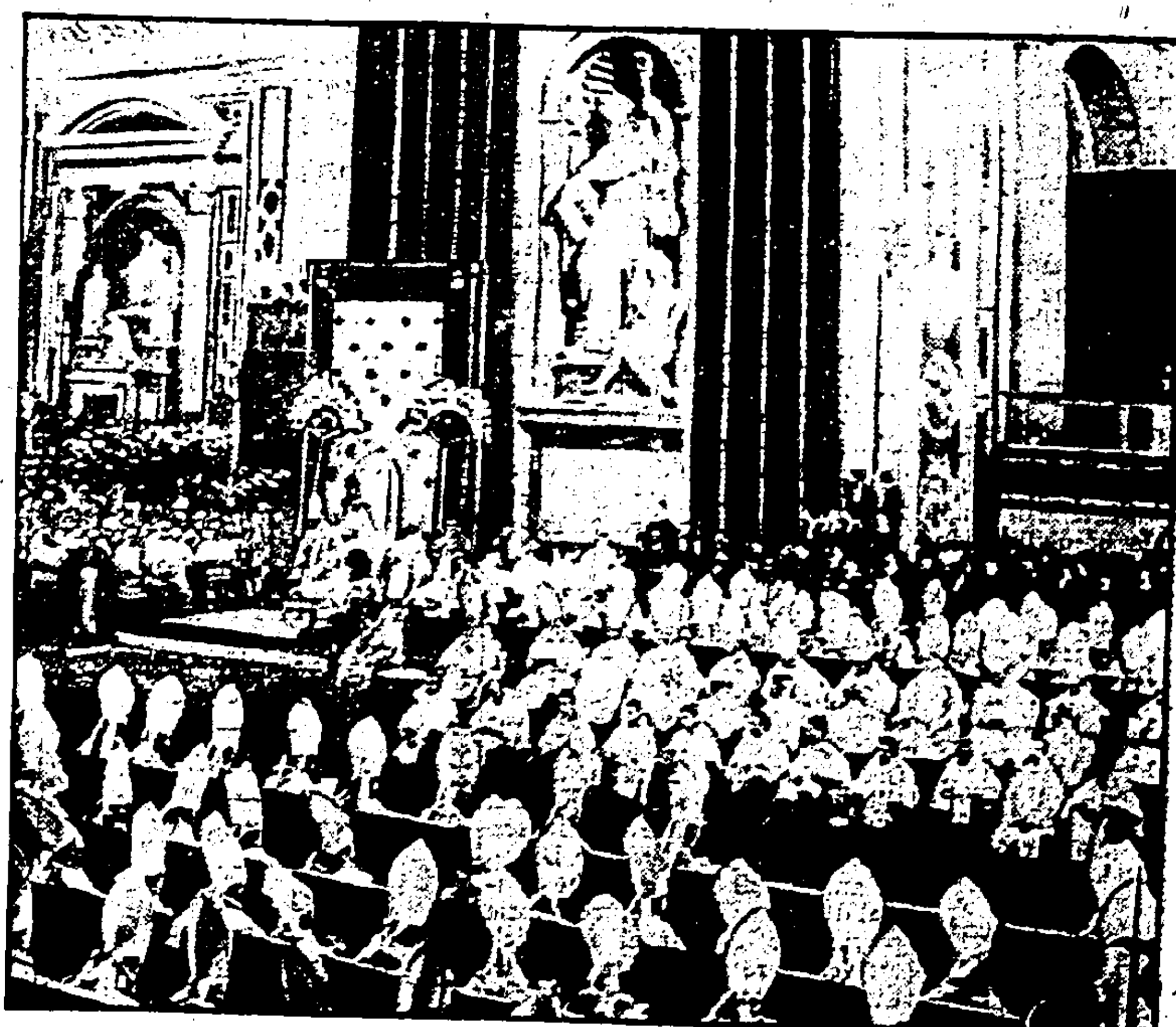
Cook, the boxer, in training.



The newest sport of the winter season at St. Moritz in the Alps is the balloon race. A toy balloon is used for a hockey ball.



Picture of the annual visit of Governor Edwards of American Samoa to the Manua group. He was greeted by His Excellency, the High Chief of Manua, dressed in his Sunday best—a suit of white duck and bare feet.



The meeting of the Sacred College of Cardinals to elect a successor to the late Pope Benedict XV appeared much like the gathering in this picture. The photograph was taken when the college met in the session that resulted in the election of Pope Benedict.

## DOINGS OF THE DUFFS

Tom Couldn't Come Home if he Wanted to.

BY ALLMAN









## PACIFIC SHIPPING.



## HOMER VIA CANADA

Hongkong to England.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Asia	Mar. 25	Apr. 10	Apr. 29
Empress of Russia	Apr. 20	May 5	May 23
Empress of Asia	May 13	June 5	June 20
Empress of Canada	June 1	June 19	July 4
Empress of Russia	June 15	July 3	July 18
Empress of Canada	June 29	July 17	Aug. 1
Empress of Asia	July 13	July 31	Aug. 15
Empress of Russia	July 27	Aug. 14	Aug. 29
Empress of Canada	Aug. 10	Aug. 28	Sept. 12

Other Alternate Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.  
Standard sleeping cars, compartments & drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, In the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
Hongkong Office Telephone 752. Cable Address GACANPAC.



## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ISLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN"

Steamer	Due	Leave Hongkong	Steamer	Due	Leave Hongkong
PERSEA M.	22,000	Mar. 31	TAIYO M.	22,000	May 1
TAIYO M.	22,000	Apr. 4	KORUA M.	20,100	May 13
SIBERIA M.	20,000	Apr. 24	SHINYO M.	22,000	May 29

Calling at Dairen and omitting call at Shanghai.  
Calling at Dairen. Calling at Keelung.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARICA &amp; IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

Steamer	Due	Leave Hongkong
ANYO MARU	15,500	Mar. 31st
SEIYO MARU	14,000	May 13th
GINYO MARU	15,000	June 23rd
RAKUYO MARU	17,500	June 23rd

\* Omit Manila.

For full information regarding passenger, freight and sailing apply to—  
Y. TSUTSUMI, Manager,  
King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; BARRY.

Managing Agents—United States Shipping Board.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES & SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.

Steamer	Due Hongkong	Leave Hongkong
"Dewey"	22nd May	24th May
"West Prospect"	11th June	13th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOURABAYA, SAMARANG AND BATAVIA.

Steamer	Due Hongkong	Leave Hongkong
"Dewey"	29th March	31st March
"West Prospect"	18th April	20th April

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STRUTHERS &amp; BARRY.

L. EVERETT, 1st Floor, Powell's Building,  
General Agent for Phone No. 3008.  
Japan-China-Philippines G. P. BRADFORD, Res. Agent.



REGULAR FREIGHT & PASSENGER SERVICE  
BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow &amp; Pakhoi

S.S. "TAIKWA MARU" on or about 16th March.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "HOZUI MARU" on or about 15th March.

For further particulars, please apply to—

S. MITARAI,

AGENT,

Branch Office,  
No. 37, Bonham Strand, West,  
Tel. No. 155.

Top Floor, King's Building,  
Tel. No. 140.

## PACIFIC SHIPPING.



## DOLLAR LINE

ON THE BERTH FOR NEW YORK via Suez.

S.S. M. S. DOLLAR	Mar. 15.
S.S. GRACE DOLLAR	Apr. 11.
San Francisco, Seattle & Vancouver.	
S.S. HAROLD DOLLAR	Mar. 15.
Los Angeles, San Francisco & Vancouver.	
S.S. BESSIE DOLLAR	Apr. 30.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Floor, General Post Office Building. Tel. 775 &amp; 791.



Operating the following U.S. Shipping Board Steamers.

## SEATTLE &amp; VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

Sails	From Hongkong	Arrive Seattle
S.S. Silver State	For Seattle	Mar. 10.
Pinetree State	For Seattle	Mar. 23.
Wenatchee	For Seattle	Apr. 6.

## MANILA SERVICE.

S.S. Pinetree State	Mar. 13.
Wenatchee	Mar. 27.

## SAIGON—SINGAPORE—JAVA.

LAKE ONAWA  
LAKE FARRARThrough Bills of Lading issued to Overland common points.  
Passengers and Freight Particulars, apply to

## THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE.  
Telephones 2477 & 2478. Queen's Bldg. 2, Ice House St.

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON  
via PANAMA.

S.S. ENDICOTT 20th March.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE

AGENTS.

Telephones 2477 &amp; 2478. 5th floor, Union Building.

## NEW YORK DIRECT.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., &amp; China Mutual S. S. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Herman &amp; Bucknall S. S. Co., Ltd.)

FOR BOSTON &amp; NEW YORK

Sailings from Hongkong.

"AJAX"	via Suez Canal	10th March.
"KNIGHT TEMPLAR"	via Suez Canal	30th March.
"CITY OF ORAN"	via Suez Canal	10th April.

† Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG &amp; CANTON REISS &amp; CO. CANTON.

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM BOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)  
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

Sailings—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)  
From Macao daily at 8 a.m. & 2 p.m. (Sundays at 5 p.m. only)

Further information may be obtained at the Company's office,  
Union Building, or from Booking Agents, Messrs. Thos. Cook & Son and the American Express Company, Hongkong.

## PACIFIC SHIPPING.



"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.  
"NANKING" "NILE" "CHINA"

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Manila, Shanghai, Yokohama &amp; Honolulu.

S.S. NANKING S.S. NILE S.S. CHINA

Mar. 15. at noon.

## Java Service

HONGKONG TO SINGAPORE & BATAVIA  
S.S. CORJISTAN

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.  
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING

TELEPHONE, PASSENGER DEPT. &amp; AGENT.

No. 1934.

ICE HOUSE STREET.

TEL. FREIGHT DEPT. &amp; AGENT.

No. 2161.

## COMMERCIAL NEWS.

## OSAKA'S FOREIGN TRADE.

According to the Jiji, Osaka's foreign trade this year is looked upon with a considerable degree of pessimism. Exports totalling Y.23,680,000 till the 10th. February decreased by Y.10,244,000 below the corresponding period of last year. On the other hand, imports increased by Y.274,000, standing at Y.15,086,000. Of the cardinal commodities for export, matches, knitted goods, glassware, copper plate, insulated wire, iron ware, timber, and brushes enjoyed a rise, while cotton yarn, cotton cloth, woollen textiles, paper, iron, copper, brass, machinery, etc., declined. Despite the fact that the increase in commodities, as already mentioned, is very small, a most serious decrease is shown in cotton cloth. In comparison with the corresponding period of last year, cotton cloth fell by Y.8,593,000,000, and it seems that the depression in Osaka's trade is chiefly the result of the diminution in the export of cotton cloth. It is because it cannot compete with British and other foreign goods owing to the high cost of production that Japanese cotton declined so much, and at present nothing can be expected for any increase in exports, unless exchange quotations on various parts of the Orient are set at rest and Japanese cloth is reduced in price. Among the imported commodities, sugar, hemp yarn, and other commodities increased, but hides and leather, paraffin wax, raw cotton, and iron decreased.

## CHINESE GOODS IN JAPANESE MARKETS

The high prices in Japan are encouraging Chinese goods to enter the domestic commercial market. According to a compilation lately issued by the Department of Agriculture and Commerce, the main Chinese goods that have come to be newly imported are charcoal and umbrellas. Of the commodities imported hitherto, porcelain, timber, wooden ware, chestnuts, etc. have specially increased recently. It was in April of last year that Chinese charcoal was imported to Japan for the first time. From that month to the end of last year, imports of Chinese charcoal to Osaka, Kobe, and Yokohama were as follows—

	Quantity (Kin)	Value
Osaka	2,928,674	Y 93,417
Kobe	1,397,869	48,051
Yokohama	722,646	29,252

Total ... 3,059,189 Y170,721

It is also since April of last year that Chinese umbrellas have come to this country. Particulars as to last year's imports to these three ports are given below—

	Quantity	Value
Kobe	174,422	Y 85,325
Osaka	88,819	46,913
Yokohama	63,484	29,947

Total ... 326,725 Y162,185

## CHINESE TARIFF COMMISSIONS.

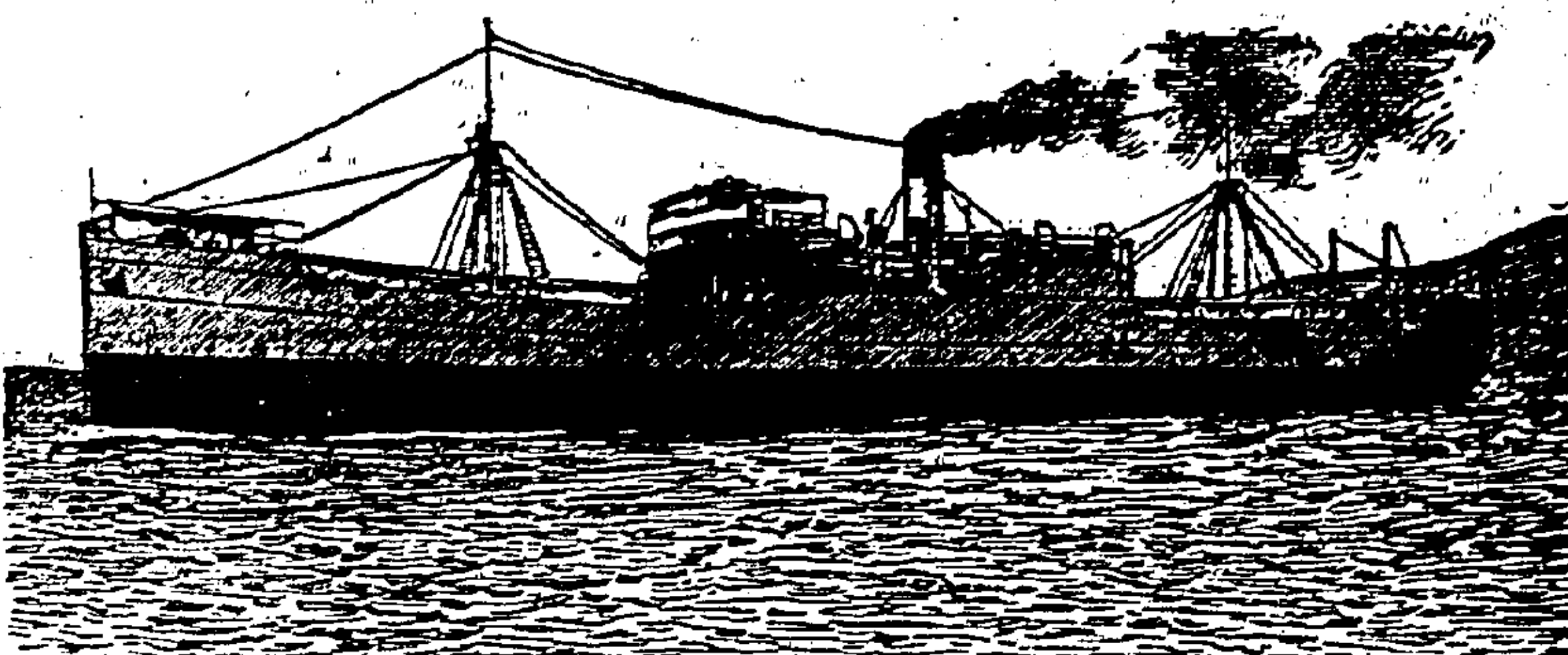
The official announcement has been made of the appointment of Mr. H. H. Fox, C.M.G., as British delegate on the Tariff Commission which will be convened early this month. Mr. Fox held the same post on two former Commissions. Mr. A. H. George has been appointed as British assistant delegate. It is understood that Mr. L. A. Lyall, a former Commissioner of Customs in Shanghai, will be one of the Chinese delegates on the Commission, as a Customs representative.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Editions  
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A., KOWLOON DOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	15th Mar.	M's, London & Antwerp
DEVANHA	8,000	29th Mar.	M's, London & Antwerp
SICILIA	6,700	31st Mar.	S'pore, Colombo & Bombay

## BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	24th Mar.	(Singapore, Penang, Rangoon via Singapore & Calcutta)
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	3rd April	(Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne)
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## SAILINGS TO SHANGHAI &amp; JAPAN.

GREGORY A.	7,000	11th Mar.	Shanghai & Japan.
NOVARA	6,900	15 Mar. 4 p.m.	Shanghai, Moji & Kobe.
SICILIA	6,700	18th Mar.	Shanghai only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 14ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central Agents.

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

KASHIMA MARU (Kobe direct) Saturday, 18th Mar., at 11 a.m. (To be transhipped at Kobe into IYO MARU.)

MARSEILLES, LONDON & ROTTERDAM via Singapore, &c. KAMO MARU... Friday, 24th Mar. at 11 a.m.

KATORI MARU... Friday, 31st Mar. at 11 a.m.

MAMBURO via LONDON & ROTTERDAM. DAKAR MARU... Friday, 14th April.

LIVERPOOL, via MARSEILLES. TOYOHASHI MARU... First half of April.

SYDNEY & MELBOURNE via Manila, &c. TANGO MARU... Thursday, 23rd Mar. at 11 a.m.

NIKKO MARU... Tuesday, 18th April at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS. MAYBASHI MARU... Sunday, 9th April.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape. KANAGAWA MARU... Saturday, 25th March.

BOMBAY via Singapore, Penang & Colombo. AWA MARU... Tuesday, 21st March.

CALCUTTA via Singapore, Penang & Rangoon. CALCUTTA MARU... Saturday, 25th March.

NAOASAKI, KOBE & YOKOHAMA. NIKKO MARU... Thursday, 16th Mar. at 11 a.m.

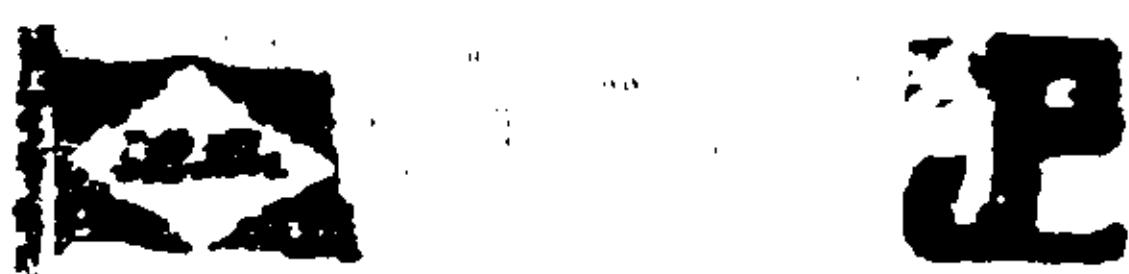
SHANGHAI, KOBE & YOKOHAMA. YEBOSHI MARU (Omitting Shanghai) Sunday, 12th Mar.

SHIDZUKA MARU... Friday, 17th Mar. at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI Manager.

## JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Samarinda	Java	in port	—	—
Tjilmanok...	Java	in port	20th Mar.	Batavia
Tjikembang	Java	in port	18th Mar.	Shanghai
Tjibodas...	S'hai/Amoy	25th Mar.	28th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN. NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Samarinda	Java	in port	—	—
Tjilmanok...	Java	in port	20th Mar.	Batavia
Tjikembang	Java	in port	18th Mar.	Shanghai
Tjibodas...	S'hai/Amoy	25th Mar.	28th Mar.	Java

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

## DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

S.S. "BOLTON CASTLE" Sailing on or about 27th March.  
S.S. "KENDAL CASTLE" Sailing on or about 17th April.

### LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "MERANO" Sailing on or about 15th March.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing end of March.

S.S. "MERANO" Sailing on or about 1st April.

Passengers' Luggage can be insured at the office of the Agents.

### NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Telephone 1030. Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	in port	14th Mar.

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36. Agents.

### "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT &amp; PASSENGER SERVICE

OUTWARDS.

City of Calcutta 20th Mar. Shanghai, Kobe & Yokohama.

HOMEWARDS.

City of Simla	24th Mar.	M's, L'don, R'dam & H'burg
City of Calcutta	25th Apr.	

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

## GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
M.V. "GLENOCLE"	15th March.
"GLENAPP"	26th March.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. GLENADE	16th Mar.	GENOA, L'DON, H'BURG, A'WERP.
"GLENAMOY"	1st Apr.	L'DON, R'DAM, H'BURG, A'WERP.
"GLENARA"	2nd Apr.	GENOA, L'DON, R'DAM, H'BURG.
"GLENARIFE"	18th Apr.	GENOA, L'DON, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON &amp; CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoibow Loksang	Sat.	11th Mar. at 10 a.m.
SHANGHAI.....Choyang	Sat.	11th Mar. at noon.
BANGKOK.....Chaksang	Sat.	11th Mar. at 10 a.m.
STRAITS & Calcutta.....Fooksang	Sat.	11th Mar. at 3 p.m.
SHANGHAI via Swatow Walsing	Sun.	12th Mar. at d'light.
AMOI.....Taisang	Tues.	14th Mar. at d'light.
MANILA.....Wingsang	Tues.	14th Mar. at 3 p.m.
STRAITS & Calcutta.....Kumsang	Tues.	14th Mar. at 3 p.m.
SANDAKAN.....Mausang	Wed.	15th Mar. at noon.
MANILA.....Loongsang	Fri.	17th Mar. at 3 p.m.
STRAITS & Calcutta.....Namsang	Sat.	18th Mar. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers as "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

### CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Saturday, 11th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & BANGKOK	Kiangsu	11th Mar. at noon.
SWATOW & BANGKOK	Kingyuan	11th " at noon.
SHANGHAI.....Hoibow		11th " at 4 p.m.
CTON, H'KONG & T'SIN.....Kashing		11th " "
W'WEI, CHEFOO & T'SIN.....Kueichow		12th " at d'light.
AMOI, M'LA, CEBU, PILO Taming		12th " at d'light.
CTON, H'KONG & T'SIN.....Chekiang		12th " "
CANTON, H'KONG & S'hai Shantung		12th " "
CANTON, H'KONG & S'hai Sinkiang		12th " "
HOIHOW & BANGKOK.....Phan Samud		13th " "
TSINGTAO.....Shansi		14th " "
SHANGHAI.....Kanchow		14th " "
SWATOW & SINGAPORE.....Kalgan		14th " "
SWATOW & BANGKOK.....Kweiyang		14th " "
SHANGHAI.....Chusan		15th " "
HOIHOW & SINGAPORE.....Laen Samud		15th " "

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SHIPPING NEWS.

JUDGMENT IN COLLISION CASE.

Judgment was delivered by Mr.

Honour Judge Skinner Turner, at

Shanghai, in the action brought

against the China Navigation

Company by the British-American

Tobacco Company, in regard

to a collision between the s. Hoibow

and a cargo boat belonging to

the plaintiffs. The following is

the closing part of judgment—

In my opinion the real cause

of the collision was the fact that

the Hoibow was far too much

over to the Porting side, and so

she found herself unable to give

enough room to the other craft

rightly plying their trade on the

river. In addition I think, and I

am so advised, that on the 10th

as I have found them she could

have reversed her engines, even

on her own story; the coal lights

were safe on her port bow, the

two cargo boats were safe under

her starboard quarter; what reason

for not stopping and reversing?

I therefore hold on both

grounds that the Hoibow was to

blame for this collision. But I

have one point more to settle; was

the practically admitted

absence of lookout on

the cargo boat a contribut-

ing cause? I have already

said that cargo boats cannot have

any right to go about the river as

they like, and there is no doubt

they ought to keep an adequate

lookout; which was not done here.

But I have to be satisfied that

that was a fault contributing to

the collision, and I am not satis-

fied that it was so in this case,

and, therefore, I find no contributory



